

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LVI.]

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CONTENTS.

	PAGE
Epitome of the Week, &c.	451
Leading Articles:—	
Rider-mains and the Water Supply	452
China Teas	452
The Hongkong and Whampoa Dock Co.'s Meeting	453
Undesirables in Hongkong	453
Human and Rat Plague	454
Hongkong Legislative Council	454
Hongkong Sanitary Board	456
The Murder of Mr. Evans	457
Japan and Oriental Supremacy	458
The Pacific Mail s.s. Korea	459
The New E. and A. s.s. Empire	459
Trial Trip of the <i>Kiungchow</i>	459
Theatre Royal	460
Oxford Local Examinations	460
Canton	460
Macao	460
Corea	461
Weihaiwei	461
Correspondence	461
Hongkong and Whampoa Dock Co., Ltd.	462
Dairy Farm Co., Ltd.	466
Nippon Yusen Kaisha	466
Supreme Court	466
Enquiries into Collapses of Buildings	467
Sporting Notes	468
Hongkong Regatta	469
Crickets	472
Football	472
Royal Hongkong Golf Club	473
Siam's Gold Standard	473
Hongkong	473
Miscellaneous	473
Commercial	474
Shipping	475

BIRTHS.

On the 25th November, at the Church of Scotland Mission, Ichang, the wife of Dr. Geo. F. Stooke, of a daughter, Winifred.

On the 27th November, at 13, Peking Road, Shanghai, the wife of LESLIE J. CUBITT, of a son.

On the 30th November, at 9, Chaoufong Road, Shanghai, the wife of WILLIAM ESSINGTON KENT, of a daughter.

On the 30th November, at Spring Grove, Grange Road, Singapore, the wife of A. von ROSSING, of a son.

On the 3rd December, at No. 80, Bubbling Well Road, Shanghai, the wife of J. L. VAN LAER, of a son, Johan Lucius.

MARRIAGES.

On the 25th November, at the British Consulate, Kobe, before A. M. Chambers, Vice-consul, and afterwards at All Saints' Church, by the Rev. G. H. Davies, M.A., IRVINE WILLIAMS, of Kobe, to EMMA KLETT, of Mülheim, Baden, Germany.

On the 28th November, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkerley, M.A., Colonial Chaplain, Dr. A. B. JESSER COOPE, of Gula Estate, Perak, second son of Colonel JESSER COOPE, of Rondebosch, Cape Colony, and AMY CHARLOTTE HELEN BRADLEY, youngest daughter of the late WILLIAM BRADLEY, of Reading, Berkshire.

On the 3rd December, at H.B.M. Consulate-General and afterwards at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., VIDA ETHEL, elder daughter of WILLIAM B. BUYERS, to DAVID WILLIAM, son of the late NINIAN CRAWFORD, formerly of Hongkong.

DEATHS.

On the 19th November, at Taokou, Honan, T. S. KIMBER, Woolwich, England, assistant engineer to Messrs. S. Pearson & Son, Ltd., aged 21 years.

On the 29th November, at Chefoo, MARY BREADON CARL, mother of FRANCIS A. CARL, Commissioner of Customs, aged 73 years.

On the 2nd December, FREDERICK TAYLOR, Licensed Pilot, Shanghai, aged 61 years.

Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVAL OF MAILS.

The German mail of the 12th November arrived, per N.D.L. steamer *König Albert*, on the 11th December (31 days).

EPITOME OF THE WEEK.

The Crown Prince of Siam is expected to reach Japan to-day, the 15th inst.

Bills for the establishment of the currency on the Philippines on a gold basis have been introduced in both houses of Congress.

The Chemulpo British Consulate has been placed on the Japan establishment, and Mr. A. H. Lay has been appointed Acting Consul there.

A large public meeting of Filipinos was held at Manila the week before last to protest against the admission of Chinese labour to the Philippines.

A telegram to the *Asahi*, dated Seoul, 1st December, says:—Ye Ye-yek has escaped from the palace and taken refuge in the Russian Legation.

It is stated at Washington that Mr. John Barrett, S. Louis Exposition Commissioner for Asia, will be appointed United States Minister at Tokyo.

As was predicted, Wei Kuan-tao, the Viceroy of Yunnan, has been appointed substantive Viceroy of Nanking. The Imperial Decree announcing the appointment does not mention Chang Chih-tung.

The Straits Currency Commission continues to take evidence, but the date of drafting of the report is yet undeterminable. It is understood that the report will be sent to Singapore before it is published in England.

Lord Cranborne stated in the House of Commons on the 8th inst. that, as the German troops were to be withdrawn from Shanghai on the 28th instant or else early in January, he saw no reason why to countermand the orders issued to the British troops to leave on the 20th inst.

A serious affray occurred between some Chinese coolies and the police at Singapore on the 5th inst., while the Protector of Chinese was visiting the Emigrant Depot. Two of the assistants were confined and attacked on the top floor of the depot. The police endeavoured to rescue them, and fired. Two of the coolies were killed and one wounded, while thirty were badly damaged. The Protector of Chinese and the Chief Police Officer and others were injured.

A telegram to the *Osaka Mainichi*, dated London, December 1st, says:—It is authoritatively declared in Moscow that Port Arthur will henceforward be purely a fortress.

The French Foreign Office estimates will contain provision for the establishment of a Vice-Consulate at Swatow, and for a considerable increase in the number of student-interpreterships in the China branch of the Diplomatic and Consular Service.

The *Shanghai Mercury* has received through an outpost correspondent a copy of a placard issued by the *Kolaohui* society and posted throughout Chengchow, Hunan, the scene of the recent murder of two British missionaries. The placard is couched mostly in the secret language of the society. The intelligent part says that the leader's name is Li Ta-hai, and he calls on the people to exterminate the foreigners and complain of the weakness of the present Emperor, who has caused the death of many innocent subjects.

Details from Shanghai show that the U. S. Minister to Tokyo expired at a garden party at the Shiba Palace. Colonel Buck, who was 71 years old, was appointed from Georgia on the 13th April, 1897. He was a distinguished soldier in the Union Army in the North and South War, and was prominent in the politics of Georgia as a Republican after the war. He was a close friend of the late President McKinley, who appointed him Minister to Japan. For several years he had been troubled with heart disease, which is announced to have been the immediate cause of his death.

The Japanese Navy has now 6 first class and 2 second class battleships; 6 first class, 9 second class, and 5 third class cruisers; 10 coast defence ships; 2 first class and 14 second class gunboats; 4 despatch boats; 1 torpedo tender; 15 torpedo destroyers; 13 first class, 36 second class, and 23 third class torpedo boats; with an aggregate displacement of 257,832 tons. Besides the above, there are 16 vessels at present being built at home—2 third class cruisers (each of 2,800 tons), 4 torpedo destroyers (each 360 tons) and 2 torpedo boats, at Yokosuka; 1 third class cruiser (2,800 tons) and 3 torpedo boats of 152 tons each, at Kure; and 2 torpedo boats of 152 tons each and two others of 89 tons each, at the Kawasaki dockyard at Kobe.

An anonymous correspondent writes to us with regard to the late attempt at an illegal opium farm, and though we do not as a rule take any notice of such communications we think that his remarks are of sufficient interest to justify our neglect of this rule on the present occasion. The correspondent alleges that the willingness of the Chinese Government to abolish the farm was the result of a discovery that the promoters were anti-Government men, no others indeed than our old friend Kang Yu-wei and his party. "The officials," says our correspondent, "though in possession of the shareholders' names, do not intend to take action first now. The gates of Canton will be opened as usual hereafter. There are enough troops inside the walls to suppress any troubles, and the officials are beginning to feel that their late action in shutting the city gates only exposed them to ridicule."

RIDER-MAINS AND THE WATER SUPPLY.

(Daily Press, 6th December.)

We wrote yesterday of the dangers threatening Hongkong in connection with the proposed substitution of the rider-main system for that of water-meters. We pointed out that by the adoption of such a system, so far from there being a saving of the existing water-supply in the Colony, the opportunities afforded for waste of water by the lower class Chinese would actually make greater demands on our supply. The effect of this will be to make the intermittent system an annual occurrence. For the evils attending this we cannot do better than refer back to a report issued more than eight years ago by Mr. OSBERT CHADWICK on the water supply of Victoria. Speaking at the very commencement of his report of "the well known evils of this vicious system of distribution," Mr. CHADWICK later on divides the disadvantages of the system as follows:—(1) The entrance of foul air, foul liquids, and possibly disease-germs into the public water-mains. (2) The growth of fungi and corrosion in the pipes. (3) The undue wear and tear of the distribution system. (4) The difficulty of equitable distribution of water throughout the waterworks area. (5) The waste of water. (6) The failure to provide efficient fire-service. Moreover, Mr. CHADWICK stated, in introducing his remarks on the evils of intermittent supply, that the radical defect of the system was that the water must be stored in or near the dwelling and is, therefore, liable to contamination of the most dangerous kind. All these criticisms, of course, hold equally good at the present day. We need only further say that so strongly against the intermittent system was Mr. CHADWICK (the expert, be it remembered, who has just been called in again to report on the condition of Hongkong) that he could write in 1894:—"Indeed, it is worthy of consideration whether, if restriction has to be adopted, the best plan would not be to shut off all house-services, leaving the people to obtain their water from the public taps temporarily erected, if necessary, in the manner adopted in England during frosts."

Such were the arguments advanced, by an authority whom we are bound to respect, against the intermittent system of water supply. Residents in Hongkong will be able to substantiate the arguments from their personal experience and to add others of lesser weight with reference to the great personal inconveniences, which yet cannot entirely be left out of the question. Still as far as can be seen the intermittent system has, in the popular phrase, come to stay, and the latest development of the question is that the Government seems inclined to adopt a plan of auxiliary water supply which tends to the perpetuation of such intermittency. The influential Chinese appear by some means (which we cannot explain) to have secured the official attention to so great an extent that, unless the most vigorous efforts are made, we shall have an incubus on our water system which we shall be unable to get rid of. The hopeful point about the situation is that there is still a chance, however slight, of preventing the consummation of this scheme which promises to render Hongkong's water difficulties permanent. The question has not, as some people seem to suppose, been decided in Legislative Council. The rider-main proposal has still to be discussed by that body. If the Government has made up its mind to play up to the Chinese, then we must expect a solid official

vote for this pernicious scheme, and the Chinese members will of course cast their suffrages in favour of their own fosterling. There remain only the other Unofficial Members, an absolute minority, who cannot prevent the passing of a measure though it should threaten the ruin of Hongkong. They can, however, make such a protest that their opposition cannot be disregarded. If they are worthy of the position which they occupy, they will not fail to seize the opportunity of showing their merits and standing up for the welfare of the Colony. Moreover, we do not believe that the Official Members of the Legislative Council are in favour of the rider-main system. If so, what are we to make of the support accorded to the water-meter plan, which the Chinese propose now to upset? After all, it must be remembered that the Legislative Council has before it the task of helping to govern the Colony as best it can, according to its lights, not merely to carry measures which have for the time being recommended themselves to the powers that be. A grave responsibility lies upon the Council when this question comes up; and in view of this it will not do for the public to wait upon events. Let them consider that what is before them is the question whether they will watch until the local authorities have condemned them to an expensive, insanitary, imperfect, and extremely dangerous method of water distribution; or whether they will demand, as they have every right to demand, being the main support of the Colony's revenues, that those who do not know how to use water in a way fair to their fellow-residents shall be prevented from reducing the latter year after year to the extremity of a water-famine. In conclusion, let us quote the words of our correspondent "AQUARIUS" yesterday:—"The simple and effective way to guarantee full mains, and the only way, is to prevent Chinese waste. Give them the choice between meter and hydrant, as originally contemplated: in other words treat them exactly as Europeans are treated, and the mains will be always full and there will be no short supply for half the year." Otherwise, let us give way now, see the rider-main proposal carried, and we shall have a water-famine year after year.

CHINA TEAS.

(Daily Press, 8th December.)

After losing the British market in consequence of the competition of the Ceylon and Indian teas, China is now threatened with the loss of her next largest and best market for this product. REUTER informs us, in a telegram dated the 2nd inst., that owing to the remarkable success of tea-growing in the Caucasus, the Russian Ministry of Agriculture has decided to establish the industry on a sound basis, and to this end will import experts from China, India, and Ceylon. It adds that the prices realised for this season's yield of fourteen tons varied from 2s. 2d. to 4s. 4d. per pound. The Foochow teas have virtually lost the Australian and Canadian markets, and although the export to the Continent has slightly increased and Russia has continued up to the present a large consumer of Chinese teas, she has been taking more Indian and Ceylon tea each year. The export of tea from Ceylon to the Continent (chiefly Russia) rose from 7,265,265 lbs. in 1899 to 10,023,263 lbs. in 1901. How this increase has been gained is shown by the statistics and reports of the Chinese Imperial Maritime Customs. In the general report

on the export trade for 1901, it is stated that there was a further decrease in the export of black brick tea—which nearly all goes to Russia—of 244,565 piculs, which is half what it was five years ago. It is added, in part explanation of this decrease that Siberia was overstocked, and importations are checked until existing stocks are exhausted. Shipments to Russia via the Suez Canal were 24,492,015 lbs. in 1901, as compared with 33,403,851 lbs. in 1900. The shipments via Tientsin and Northern ports, on the contrary, showed a small increase, being 7,517,219 lbs. in 1901 against 6,905,756 lbs. in 1900. But the small gain there shown in no wise balances the great falling off in the shipments to Odessa via Suez Canal. Mr. PERCY R. WALSHAM, in his report on the trade of Kiukiang for 1901, quotes some comments by an expert on this new decline in the demand from Russia. He says:—"There is no doubt that Indian, and more especially Ceylon, teas are surely ousting China teas from their last stronghold—Russia; and unless there is some abatement in *lekin* and export duties, which undoubtedly severely handicap China teas, we fear that it is only a question of time before India and Ceylon teas will monopolise the world's markets." While, however, it is patent that China will lose the trade, owing to the heavy duties to which her teas are subjected, it is not, as REUTER's telegram above quoted indicates, by any means certain that Ceylon and India will long retain the trade they are winning. The Russians have found a region within their own wide bounds where the leaf can be grown, and if it be possible to foster the industry and make it successful, we may be sure no effort will be spared to achieve that result.

Apart from the particular case referred to above, where China is menaced with the loss of her last important customer for tea, it seems a thousand pities that she should have given up the valuable trade with Great Britain without any genuine effort to keep it. Neither repeated written warnings nor the damning evidence of the Customs' statistics have availed to induce the Chinese Government to reduce the crushing export duties, which raise the cost of low grade teas by as much as 40 per cent., nor have the successive losses of markets served to impress the Chinese producer with the necessity for improving the cultivation and firing of the leaf. Both the growers and the officials have steadily pursued their shortsighted policy of killing the goose that laid the golden eggs, until now they have but the mournful wreck of what even so late as ten years ago was a great and remunerative trade. The decline in the export of black tea has been continuous, and in 1901 it reached the lowest point yet obtained, namely 665,499 piculs, or 22,181,833 lbs. When it is mentioned that the export of Indian tea to Great Britain alone was in the same year 143,000,000 lbs., and from Ceylon 91,000,000 lbs., it will be seen to what a low ebb the China tea trade has fallen. Yet only ten years back, in 1891, the export of China tea to Great Britain was 52,500,000 lbs., as compared with 51,000,000 lbs. from Ceylon and 99,000,000 lbs. from India. The decline might surely have been arrested had effective measures been adopted in time. Improvements in cultivation and firing of the leaf and a large reduction in the export duties would have enabled the China leaf to have retained much of its hold on the British markets. It is not everyone who prefers the rough and acrid teas of Assam and Ceylon to the delicate teas of China,

though now, it is to be feared, the British taste has been perverted and depraved. With cheap silver, too, and the promised abolition of *lekin* there would have been a great and promising opening for a return to popular favour of China teas. That opportunity has, however, been lost beyond hope, and we look in vain for any such source of wealth from her remaining exports as was thus ignorantly and fatuously surrendered without an effort for its retention.

THE HONGKONG AND WHAMPOA DOCK CO.'S MEETING.

(Daily Press, 11th December.)

Notwithstanding the somewhat pathetic lament of Mr. D. E. Brown over the scheme for the construction of a new large dock at Hunghom, the project may now be considered as dead as Queen Anne. The shareholders of the Hongkong and Whampoa Dock Company, Limited, were emphatic enough in their rejection of it at the meeting held on Monday in the City Hall. The majority against the scheme, which by the way was never seconded, was simply overwhelming, and the decision expressed, following on the remarks made, constituted in effect a vote of want of confidence in those directors who advocated it. Probably the hint will be accepted, and several resignations from the Board will follow in due course. It was exceedingly plain, from the proceedings at the meeting on Monday, that the majority of the directors were hopelessly out of touch with the shareholders, and hold views as to the management of the concern considerably at variance with the ideas of those whose interests they are supposed to represent. It is not often in this Colony that a Board of Directors of a public company gets so completely at issue with its shareholders. Nor was this the first difference the same directors have had with their shareholders. Their action in regard to the last dividend paid was most tactless and high-handed. Whatever differences there might be as to the wisdom of paying an extra dollar on the dividend, there was no necessity for an adjournment of three months in order to take a poll. This was regarded by the shareholders, and with some show of reason, as a punishment for daring to question the action of the directors, and they are not likely soon to forget it. The powers given to directors are necessarily large, but they should be exercised with the utmost possible tact and fairness. The directors are, after all, the servants of the shareholders, placed in their position to manage the affairs of the Company, to protect their interests, and to give the benefit of their experience and influence to the concern. For this they are paid a fee, varying with the importance and wealth of the Company, but it usually constitutes a handsome remuneration for the time and trouble expended by the directors. The directors are of course also shareholders, but as a rule their interest is small as compared with that of the body of shareholders, and, whatever their views or demands the latter have a right to be consulted in any matter of importance, and may reasonably expect to be treated with all the consideration possible. That the shareholders of the Hongkong and Whampoa Dock Company, Limited, have received the courtesy and consideration to which they are entitled from the hands of their directors can hardly, we fear, be maintained by the best friends of the latter. There has been too much disposition on the part of some of the

directors to treat the shareholders as a pack of boys clamouring for more lollipops. This is always a mistake, for it cannot be doubted that, while in some cases shareholders are too much inclined to extract the very maximum of profit from a concern, many of them, as sound investors, are strongly opposed to the policy of draining its resources in order to pay big dividends. In any case the demand of the shareholders should have been met in a different spirit, and not regarded as a sort of mutiny against the Board. Some directors, it would seem, have yet to learn that they are removable at the pleasure of the shareholders, whose patience may at any time give way if subjected to an undue strain.

The directors have, doubtless, gained their lesson from Monday's fateful meeting: the Government has also one to learn therefrom. It is one that even he who runs may read. Excessive greed is apt to overreach itself and miss the object sought for. Had the Government been content, when the idea of making another dock at Hunghom larger than the Admiralty Dock was first brought forward, to charge a nominal price for the land, or rather water, required, unbacked by burdensome conditions, which it had no right to insist upon, it would have effected the sale and been receiving the Crown rent for this large area, with further revenue in prospect in the shape of rates when buildings had been erected. Now it has the sorry reflection that, by asking the impossible it has lost all, and created much irritation. There is no chance of any person or body applying for the area in question, as it would be suitable only for a dock, and if the Hongkong and Whampoa Dock Company will not take it for the purpose no one else is likely to do so. The shareholders of the Dock Company would, we imagine, decline the land as a gift now if clogged with the condition of constructing a dock there; but had it been obtainable three years ago at a nominal price and without the absurd conditions sought to be imposed, the work would most certainly have been undertaken. We hope that the Government will never repeat this very serious mistake. It should be their consistent aim and endeavour to foster and encourage industrial enterprise, and to afford what aid lies in their power to such undertakings. Sir WILLIAM DES VŒUX announced, many years ago, that such would be the policy of the Colonial Government, and we believe he was eager to carry it into effect, by affording any facilities possible to assist in introducing new industries into the Colony. During the present Administration it would seem that a change has come over the Government policy, which may be fairly described as one of squeezing as much revenue as possible out of every commercial or industrial institution. This policy of grab is neither dignified nor wise, especially at a time when the Colony is suffering from severe depression brought about by recent troubles in China, the continued disastrous fall in the value of silver, and the yearly recurrent ravages of plague, with all the expenses and losses attendant on the latter. We do not ask that the Colonial Treasury should be depleted or deprived of its just dues, but we do emphatically urge that where it is obvious that sites are required for the establishment of a new, or the extension of an old industry the promoters should be treated with liberality, to the end that they should be encouraged to locate themselves here and thus contribute to the wealth and importance of the Colony.

UNDESIRABLES IN HONGKONG.

(Daily Press, 12th December.)

Periodically this Colony is visited by an epidemic which, though not to be mentioned in the same breath as a visitation of plague, is nevertheless a very serious nuisance to the regular residents in Hongkong. We refer to the class of men who are classed together under the general title of "beachcombers." As, in the case of most other ports in the East, this social parasite is always with us here; but apart from the normal number, from time to time it happens that we suddenly find ourselves favoured with the attentions of an extra quantity of these undesirables. We should not like to say that it is a fact that such visitation is always preceded by the arrival of some vessel from Manila, but it unfortunately must be held true that while other neighbouring ports send us their ones, Manila sends its tens. A glance at the streets of Hongkong in the vicinity of the various bars at certain periods of the day will serve to show that Manila has had a clearing out recently. Nor do we have to go outside to see the beachcomber. He comes into our offices, to show that he is in our midst; several cases of this kind have come under our notice during the past few days. He will even go to our houses, preferably in the absence of the master, and to our hotels. He asks money without even the preliminary formality of inventing a plausible tale. He does not stop at beggary, but goes on to theft. That his presence is an evil is readily recognised; whether it is a necessary evil is a question which no one seems to ask. Nearly two years ago we pointed out what a dumping-ground for destitute persons Hongkong had become. The situation is not in any way better now. Nevertheless it seems to us that residents here have a right to ask that something should be done for their protection against a worthless class of men who have no claims to be allowed to dwell in Hongkong at the expense of others. The House of Detention does little to meet the requirements of the case. There is naturally a repugnance to be strict with a man who, in the popular phrase, is "down on his luck," but it is absurd to make this an excuse for nourishing, to the detriment of the community, good-for-nothing aliens with whom their own countrymen will have nothing to do. When a citizen of the United States is deported from Manila by the authorities there, why should he be welcomed to Hongkong? When an undesirable's own Consul with do nothing for him, why should he enjoy Hongkong hospitality for an indefinite period? It is not fair to the residents in Hongkong that destitute individuals of bad character should be allowed to land on the island in search of their prey. Such leniency merely adds to the difficulties of police discipline in the Colony and in no way can be made out to be an integral part of that British freedom about which the talk is allowed to degenerate into cant in such cases as these. That side of justice which demands that a man should be just to himself calls for some attention to the question which we have been considering, and it is full time that some step should be taken for the protection of Hongkong against the rejected of other ports.

An appeal has been lodged by the defendants in the Joransen-Hopkins adultery case at Yokohama against the sentences of 8 and 6 months' imprisonment respectively and the fine of 1,000 yen.

HUMAN AND RAT PLAGUE.

(Daily Press, 9th December.)

A volume of papers and reports upon bubonic plague has recently been issued at home by the Medical Department of the Local Government Board. The progress of the disease during the years 1898-1901 and the measures taken against it in different parts of the world are described, the bulk of the report being the work of Dr. BRUCE Low, while the introduction is written by the Medical Officer of the Board, Mr. W. H. POWER, F.R.S. Certain parts of the report are devoted to the consideration of the question of the connection between human and rat-plague, a subject which is of great interest out here. The opinion of the local medical authorities, as in most parts of the Far East, is in favour of an intimate connection, and indeed of the great influence of rats in the diffusion of the disease. But, on the whole, Dr. BRUCE Low does not seem to find the case against the rat as strong as has been supposed. The documents which he has had the opportunity of consulting, while supporting the theory of reciprocal infection between men and rats, are not conclusive against the rat as the introducer of the disease. From an abstract of the Local Government Board publication (for the full report has not reached us) it seems to be held that, as far as plague on shore is concerned, in some localities man and the rat suffered from plague coincidentally; in other localities man suffered before the rat; and in others again the rat suffered antecedently to man. Moreover, when in a particular district, either man or the rat has suffered antecedently to the other, the interval between the invasion of the first and of the second variety of the disease has often been a long one, extending over weeks or months. Finally, it would appear, from the evidence before Dr. Low, that bubonic plague may prevail largely among men without rats becoming conspicuously affected; and, conversely, that the disease may cause large mortality among the rats of a locality while failing to attack its human inhabitants. It would be interesting to know whether the painstaking observers of the Hongkong epidemics are inclined to accept these conclusions. From a general survey of the local plague reports we should be inclined to judge the connection between human and rat-plague to be much closer than stated above and to assign to the rat a larger share of the guilt than is there assigned to it. In any case, as Mr. POWER says, it would be unwise to relax precautions against rat-born plague until we have opportunities for fully mastering the facts.

The *Sindakan* correspondent of the *Singapore Free Press* writes:—It is stated that the amalgamation of the Boro Hardwood Co., Ltd., with the China-Borneo Co., Ltd., is now an accomplished fact, and that the title of the new concern will be the latter. The timber business is not particularly satisfactory just now, but there are some slight indications that things are on the upward trend again.

Singapore adv's record another shipping disaster, the vessels concerned being the *Kian Yang* owned by Khoo Tiong Pan and the *Boon San II* owned by the Opium Farm. The vessels had collided near Pulau Pisang light, and in a few minutes the *Kian Yang* sank, many lives being lost—the number was estimated at about 30. The *Kian Yang* was a boat of seventy tons nett and one hundred and twenty gross, was built of wood at Hongkong in 1891 and was 110 feet by 18 feet by 7 feet. She was of 35 horse-power and was commanded by Captain Chopard, who had a crew of 32 natives.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 9th inst. in the Council Chamber. Present:—

HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G.

HIS EXCELLENCY Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).

Hon. F. H. MAY (Colonial Secretary).

Hon. SIR HENRY S. BERKELEY, Kt. (Attorney-General).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).

Hon. W. CHATHAM (Director of Public Works).

Hon. F. W. CLARK (Medical Officer of Health).

Hon. Dr. HO KAI, C.M.G.

Hon. WEI A YUK.

Hon. C. S. SHARP.

Hon. C. W. DICKSON.

Hon. G. W. F. PL YFAIR.

Hon. R. SHEWAN.

Mr. C. CLEMENTI (Acting Clerk of Councils).

LAW COMMITTEE REPORT.

The ATTORNEY-GENERAL laid on the table the report of the Standing Law Committee (No. 1) and moved its adoption.

The COLONIAL SECRETARY seconded, and the motion was carried.

NOTICE OF QUESTION.

Hon. G. W. F. PLAYFAIR—Sir, I beg to give notice that at next meeting of Council I shall draw the attention of the D. P. W. to the return laid on the table at the last meeting of Council regarding the supply of water to the upper levels of the Peak, and move the following resolution:—"That H.E. the Governor should appoint an independent committee connected with the Public Works Department to examine into the truth of the statement contained in the return tabled by the Director of Public Works of the supply of water to the upper levels of the Peak in November last and to the date of that return."

"STAR" FERRY CO., LD.

Hon. C. SHARP moved the second reading of the Bill entitled an Ordinance to authorise the making of bye-laws by the "Star" Ferry Company, Limited. He said:—The objects of this Ordinance are concisely stated in the objects and reasons attached. The chief object of the Bill is to provide a summary method of punishment for persons who practise frauds on the Company by travelling by a higher class than the one to which their ticket entitles them—an offence in respect of which it is doubtful if any proceedings of a criminal nature can be instituted. The Bill is also intended to provide a means by which the Company can regulate the traffic for the public benefit as is customary with similar companies in England. These bye-laws will not come into force until they have been submitted for the approval of the Governor in Council and are published in the *Gazette*. I therefore beg to move the second reading of the Bill.

Hon. C. W. DICKSON seconded, and the motion was agreed to.

Hon. C. S. SHARP then moved that the Council go into committee and consider the Bill clause by clause, and this motion, which was also seconded by the Hon. C. W. DICKSON, was agreed to.

The Bill having been so considered, the third reading was not taken.

EMPLOYERS AND SERVANTS.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled an Ordinance to amend the law relating to employers and servants.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

TITLES IN THE NEW TERRITORY.

The ATTORNEY-GENERAL moved that the Council go into committee on the Bill entitled the New Territories Titles Ordinance. He explained that as the Standing Law Committee had already considered the Bill clause by clause, it was unnecessary, according to Rule 40 of the Standing Orders, for the Council to so consider the Bill, as the Standing Law Committee in that respect was equal to a committee of the whole Council.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The amendments of the Standing Law Committee having been read, the third reading of the Bill was not taken.

PUBLIC HEALTH AND BUILDINGS BILL.

On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the Council went into committee on the Bill entitled an Ordinance to consolidate and amend the laws relating to Public Health and to Buildings, and considered the Bill clause by clause.

The ATTORNEY-GENERAL consented to the deletion of sub-section 3 of section 2, as being unnecessary.

Sub-section 12 of section 26 defined as a nuisance "any chimney (not being the chimney of a private dwelling-house) sending forth black smoke in such quantity as to be a nuisance." After the second bracket the words "or any furnace" were added.

On the suggestion of Hon. Dr. HO KAI the words "medical officer of health" in the 7th and 8th lines of section 32 (referring to cases of non-compliance with bye-laws) were struck out and "Board" substituted in both cases.

In this connection the ATTORNEY-GENERAL raised the point of the delegation by the Board of their powers to the medical officer of health, and it was marked for further consideration.

In clause 45, of which the side-heading was "Easements, may not be occupied without permission," the phrase "to the satisfaction of the medical officer of health" was altered to "to the satisfaction of the Board," on the suggestion of Hon. Dr. HO KAI.

When clause 46, defining overcrowding, came on for consideration.

Hon. Dr. HO KAI pointed out that a large number of the population would be displaced by the operation of the new law, and proposed that prosecutions for overcrowding under this section should not be instituted for, say, three months after the proclamation by the Governor in Council of a particular district to be liable to the application of the law as provided by this section; otherwise the sanitary inspectors would consider it to be their duty to commence prosecutions at once where overcrowding existed.

The ATTORNEY-GENERAL said that the Bill would be brought into force gradually.

H.E. the GOVERNOR remarked that when the Bill was passed it would undoubtedly be the duty of the sanitary inspectors to see that its provisions were carried out. It was stated that about 50,000 people would be unhoused. It was an important question whether this clause should come into force at once or time should be allowed for the displaced population to find accommodation. He understood there were about 400 vacant houses in Kowloon. Perhaps the Director of Public Works could tell them how many people these houses could accommodate?

The DIRECTOR OF PUBLIC WORKS—Twenty to thirty each house.

H.E. the GOVERNOR said that taking it at 25 that would give them accommodation for 10,000 people immediately. In that case they might begin giving immediate notice in one district that the new Bill would be brought into operation, and then the other districts knowing that would be prepared for the extension of the Bill to them. He took it that those people who made it their business to supply accommodation would set about providing it. There was no doubt that the English Acts had to contemplate provision being made for the accommodation of the people who were being removed, but from what he knew of Hongkong his impression was that the requirements of the displaced population would be met in the ordinary course of events. There would be no want of houses if landlords saw that there was a demand for them. Indeed, if there were 400 or 500 vacant houses just now it showed that there was a little overbuilding in Hongkong at present.

The ATTORNEY-GENERAL suggested that Dr. HO KAI's point might be met by the addition of a suspending clause at the end of the whole Ordinance fixing a time when it should come into operation.

Hon. Dr. HO KAI said he did not want the Ordinance not to come into force at once, but simply to postpone the institution of prosecutions for overcrowding for a period.

H.E. the GOVERNOR said he was afraid that if they put off the Bill coming into operation for say two years nothing would be done at all, whereas if Dr. Ho Kai's suggestion was taken into consideration they could start this Bill into operation at once, because the people could begin removing every third louse and removing a certain number of the tenants of these houses.

The ATTORNEY-GENERAL pointed out that the Bill did not make prosecution absolutely compulsory.

H.E. the GOVERNOR suggested that the best thing to do was to pass the clause as it stood, take a note of what had been proposed, and afterwards add a clause stating how this clause would come into operation—within three months, as suggested by Dr. Ho Kai, or otherwise.

This course was unanimously agreed to.

In connection with the same section some discussion took place on the question of the amount of cubic space to be provided for coolie quarters, and eventually it was agreed that a note be taken of the point with a view to further consideration at a later stage.

On the clause dealing with the limit of fittings for sleeping accommodation, the Hon. Dr. Ho Kai asked whether opium divans were included in the restrictions.

The ATTORNEY-GENERAL replied in the negative.

Clause 54, which refers to compensation for infected animals slaughtered, was allowed to stand over for reconsideration.

This course was also followed in respect of clause 89, dealing with the recovery by the Sanitary Board of cost of disinfection and the payment of compensation for damage done during such disinfection.

The Hon. Dr. Ho Kai was of opinion that it would be much better for the Government to spend a little money in the payment of compensation for articles destroyed, and thus induce the Chinese to come forward and report cases of sickness, than to save a little money and not have such cases of sickness reported.

The COLONIAL SECRETARY affirmed that the proper thing to do would be to grant compensation only in such cases as had been reported to the authorities, and in such cases only to waive the charge for cleansing and disinfection.

H.E. the GOVERNOR suggested that a proviso be added to the clause that in cases of infectious diseases which had been reported by the owner or occupier no charge should be made for the disinfection of the premises.

The ATTORNEY-GENERAL and the Hon. Dr. CLARK were of opinion that the proviso should extend only to cases where the report had been made during the life of the patient.

The HARBOUR MASTER—If the cleansing is the result of a report from the householder, there should be no cost to him.

Hon. Dr. Ho Kai—Whether the patient is alive or not.

The HARBOUR MASTER—Yes.

The Hon. Dr. Ho Kai said the greatest evil now existing was the dumping of dead bodies in the street, and if the course was to be followed of paying compensation and not charging for disinfection only where a case had been reported during the life of the patient, there would be no abatement of the evil. There was no advantage in it for the Chinese, for if they reported a case after death—and in many instances death ensued very quickly—they would be charged for the subsequent disinfection. They stood to gain nothing by making such a report, and would simply continue to dump the bodies in the street.

After the passing of other clauses the Council adjourned.

A meeting of the Legislative Council was held on Friday at noon in the Council Chamber. Present:—

HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G.

HIS EXCELLENCY Sir W. GASCOINE, K.C.M.G. (Commanding the Troops).

Hon. F.H. MAY, C.M.G. (Colonial Secretary).

Hon. Sir HENRY SPENCER BERKELEY, K.T. (Attorney-General).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).

Hon. W. CHATHAM (Director of Public Works).

Hon. Dr. F. W. CLARK (Medical Officer of Health).

Hon. Dr. Ho Kai, C.M.G.

Hon. WEI A YUK.

Hon. C. S. SHARP.

Hon. C. W. DICKSON.

Hon. G. W. F. PLAYFAIR.

Hon. R. SHEWAN.

Mr. C. CLEMENTI (Acting Clerk of Councils).

THE PEAK WATER SUPPLY.

Hon. G. W. F. PLAYFAIR moved the following resolution, of which he had given notice at the last meeting:—“That His Excellency the Governor should be requested to appoint an independent Committee unconnected with the Public Works Department to examine into the truth of the statements contained in the return tabled by the Director of Public Works of the supply of water to the upper levels of the Peak in November last and up to the date of that return.” He said—Your Excellency, I first beg leave to read the following letter addressed to me by one of the most prominent residents in the Peak. I leave out names, but I will hand up the original to your Excellency so that you can see it:—

Hongkong, 6th December, 1902.

Dear Sir,—I understand that in a return laid before the Legislative Council by the Director of Public Works the water supply of * * * * was shown as satisfactory, and I believe the delay in getting out the water accounts was ascribed to the employment of high officers of the Department on inspection for the compilation of this return.

The statement that the supply is satisfactory is distinctly contrary to fact, and the only officer of the department I can hear of as having visited the houses is “Solomon.” He spoke to my servant but no one has made any enquiries of—(my next door neighbour) or myself. On the other hand I informed the Director of Public Works early in November in a letter, which he has not yet acknowledged, that on one day the amount delivered through the pipe was half a bucket and I pointed out that that was not sufficient for 19 souls.

—(my next door neighbour) tells me that he has to have most of his water obtained by coolies.

The supply cannot have been inspected by an engineer as he would have seen that an adequate supply cannot run through the size of pipe in $\frac{3}{4}$ of an hour with the pressure allowed. —Yours truly,

The Hon. G. W. F. PLAYFAIR.

From that letter your Excellency will see that poor old “Solomon,” the black man, was the most competent official whom the Director of Public Works had at his disposal to compile this return. I am surprised at the assurance of the Director of Public Works in laying that return on the table stating that the house in question, which has been referred to in that letter, had a good supply when at the time he tabled it he had an unanswered letter of complaint from the gentleman in question, distinctly contrary to that statement. I would draw your Excellency's attention to the unanswered letter. I have heard of several other letters being unanswered, and it is surely adding insult to injury when a householder has a reasonable cause for complaint that he should be treated with incivility and quietly ignored. Since I gave notice of this motion I observe that the Director of Public Works has been going round—no doubt to the detriment of his other official duties—to all the other householders in the Peak getting an expression of opinion; but I am afraid that this expression of opinion, together with the fact no doubt that we will hear something about corroded pipes and about the water taps being turned on all at the same time, does not overcome facts, and it is a very patent fact which the Director of Public Works knows himself that many householders in the Peak have been employing their coolies to draw water from neighbouring wells. That is a very strong fact. No amount of arguing or of getting returns to say that people get a good supply or a small supply can overcome that very solid fact. I would also refer to the letter in the public Press from a lady living at Mountain View Terrace, in which she complained that she had no water. These facts which I have given and the letter which I have read are quite sufficient justification for having brought forward this motion. As I observed before, I am tired of asking questions

which were productive of no results, and it is for the benefit and the efficiency of the administration of this Colony that the public should know a little more than they have known about how things are going and how things are managed or mismanaged. I think that having stated this so far, I have now to indicate where in my opinion the real fault lies. I have deliberately and directly to accuse the Government of cheese-paring economy in not providing the Director of Public Works with a sufficient staff to carry on his work. The duties of the Public Works Department have very largely increased since the date of the Commission recommending the increase.

H.E. THE GOVERNOR—I must point out to the hon. member that that has nothing whatever to do with the resolution before the Council. The resolution is for the purpose of enquiring into the truth or otherwise of a certain statement.

Hon. Mr. PLAYFAIR—And I am giving the reasons—

HIS EXCELLENCY—That has nothing to do with it. I cannot allow that line of argument. Anything that goes to show that the statement was not correct is quite right to put before the Council, but the hon. member is going beyond that. This is a question of fact—whether a certain statement made by a public official is true or false.

Hon. Mr. PLAYFAIR—Well, then, sir, I have said about all I have say. I do not think that there is anything more for me to say; if you take away the grounds of my remarks I do not think it is necessary for me to say anything more than I have done. I have proved my case, and I can only say that I worded the resolution mildly, and I simply leave the proposed resolution in your hands.

Hon. C. S. SHARP—Sir, as complaints have been made calling in question the accuracy of the statement laid on the table of this Council, and with a view to ventilating them, I beg to second the resolution.

The DIRECTOR OF PUBLIC WORKS—Sir, with regard to this matter, I have been endeavouring in the short time that has intervened since notice of the resolution was given, to verify by enquiries from the parties whose houses appear in the report laid before the Council, the correctness or otherwise of the statements which it contains. So far I have been able to do so in some 28 or 29 cases, and 23 of them, I consider, fully corroborate what is stated in this report. The remaining 5 or 6 leave the matter rather doubtful or show that the report is inaccurate. I may point out that the report is confined to one morning. It is a report showing the state of affairs found to exist on that particular morning whereas the statement of the people given me is a general statement of how they fared in the matter of water supply. Therefore it is rather difficult—even though their statements do not appear to corroborate the report—it seems doubtful whether the report as regards that particular morning was absolutely inaccurate. The matter, I may say, is still in my hands, and I shall report to your Excellency when I have completed my investigations.

The COLONIAL SECRETARY—Sir, from the remarks which have dropped from the hon. member who moved the resolution, it seems that he is labouring under a misapprehension. He spoke of the report of which he complains as having been penned by the Director of Public Works.

Hon. Mr. PLAYFAIR—Tabled.

The COLONIAL SECRETARY—I beg your pardon. I submit, sir, that in as much as the report is only the report of a subordinate of the Director of Public Works to the Director of Public Works this subject is hardly one that ought to be referred to the committee asked for. I am sure the mover of the motion himself and the seconder will agree with me that if the subordinate of the Director of Public Works has been in fault in this matter there is no one who would be more anxious and more ready to follow up the matter and investigate it thoroughly than the head of the Department himself. That, sir, appears to me to be the proper course to pursue in this matter, and I submit that there is no necessity for any such committee as is asked for. The Director of Public Works has already stated that,

his attention having been drawn to this report, he is investigating it thoroughly, and I think that this Council may very well trust the Director of Public Works to make that investigation a very searching one.

Hon. Mr. PLAYFAIR—Sir, I quite agree with the hon. Colonial Secretary. I have not any special desire to press this resolution to a division, as publicity has already been given to the matter; and I would ask my seconder's leave not to press the resolution to a vote, but at the same time I hope that the Government will see that there has been a very great deal of truth in what we have said.

HIS EXCELLENCY—You wish to withdraw the resolution?

Hon. Mr. PLAYFAIR—I withdraw the resolution.

HIS EXCELLENCY—I have no doubt the Director of Public Works will investigate the matter fully. I quite agree that it is an extremely unfortunate thing that any misstatement should be made or laid on the table of this house, but hon. members will have confidence that the Director of Public Works will sift this matter thoroughly.

THIRD READINGS.

On the motion of Hon. C. S. SHARP, seconded by Hon. C. W. DICKSON, the Bill entitled an Ordinance to authorise the making of Bye-laws by the "Star" Ferry Company, Limited, was read a third time and passed.

On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the Bill entitled the New Territories Titles Ordinance was read a third time and passed.

THE PUBLIC HEALTH AND BUILDINGS BILL.

On the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY, the Council went into committee on the Bill entitled an Ordinance to consolidate and amend the Laws relating to Public Health and to Buildings, and resumed consideration of its clauses *ad seriatim*.

In connection with clause 100, Hon. Mr. PLAYFAIR asked whether "cement-mortar" and "good lime" should not be defined; should not there be a standard to say the exact proportions?

The DIRECTOR OF PUBLIC WORKS said there could be certain minimum proportions specified of cement or lime with mortar but it had never been done hitherto.

Hon. Mr. PLAYFAIR remarked that the result was that the town was tumbling down as fast as it could because builders did not use proper proportions.

HIS EXCELLENCY did not see how they could define these terms. You might have the same number of parts and yet get good mortar in one case and bad mortar in the other.

Hon. Mr. PLAYFAIR said he would suggest the addition to this clause of the provision that the Building Authority or his assistants might at any time cut a hole through a wall to ascertain whether or not it had been built solid throughout.

The ATTORNEY-GENERAL said that had been provided for later on.

Clause 101 referred to the thickness of external walls.

Hon. Mr. SHARP said he had had a representation from Mr. Danby, whose name was mentioned during the second reading of the Bill as one well qualified to give an opinion, that he thought the extra thickness of walls was really not required. Mr. Danby stated that "in all his long experience he thought he could conscientiously say he had never heard or known of a house collapsing which had been built in strict accordance with the present building regulations." He should like to ask the Director of Public Works whether in his experience he could find any instance where the present regulations had been strictly complied with and a house so built had collapsed? The Bill provided for a very considerable increase, and after the experience of last year it was the desire of them all to see every care taken to prevent sacrifices of life; his view was certainly favourable to a margin on the right side, but when a representation such as he had mentioned was made he thought it was entitled to some hearing and consideration.

The DIRECTOR OF PUBLIC WORKS stated that the thicknesses embodied in the present Bill were practically those appearing in the Glasgow Building Act of 1900. It was almost a repetition. The only thing was that in the

Glasgow Act the progressive steps are limited to 14 feet whereas in this they were 15 feet; and considering that stories of houses were usually a little higher here than at home he thought it desirable to allow that slight increase. He considered that several of the collapses were due to insufficient strength of walls.

HIS EXCELLENCY asked whether the difference in the thickness of the joints would make any difference in the strength of the walls; would a quarter-inch joint be stronger than a three-quarter-inch joint?

The DIRECTOR OF PUBLIC WORKS—Yes.

HIS EXCELLENCY said he asked the question because sometimes in his rambles in the early mornings he saw walls with joinings of three-quarters of an inch, and thought that might have something to do with the collapse of the wall.

The ATTORNEY-GENERAL remarked that the opinion of the jury in the collapse enquiry was that the walls were not thick enough.

The COLONIAL TREASURER—A common jury. (Laughter.)

The ATTORNEY-GENERAL—A commonsense jury. (Laughter.)

The DIRECTOR OF PUBLIC WORKS proposed the following amendment to sub-section 2 of clause 101:—"The thickness of walls prescribed in sub-section 1 of the section shall apply to stories not exceeding 15 feet in height and said height shall be measured from the centre of the floor joists to the centre of the ceiling joists. The walls of any building containing stories of greater height than 15 feet shall be increased in thickness in proportion to such greater height." The whole of the first sentence to be deleted.

On the suggestion of Hon. Mr. SHARP, the clauses were re-committed.

Sub-section 3 of section 102 had the following rubric:—"The rods required for external walls more than 3 feet in length."

Hon. Mr. SHARP, referring to the provision that tie rods should be placed not less than 10 feet apart, said he had it on reliable authority that 10 feet seemed much too close, and the instance had been brought up of a building already having steel joists built into the walls. This would still require to have additional tie rods 1½ inches in diameter, every 10 feet.

The DIRECTOR OF PUBLIC WORKS said that was not intended. If a building was so constructed he should be perfectly willing to waive the provision of the tie rods provided the joists had bolts securing them carried through the wall and washer plates on the end.

On the suggestion of the ATTORNEY-GENERAL, an addition was made to the effect that the Building Authority should have the power to modify the requirements of the section where necessary.

An amendment by Hon. Mr. PLAYFAIR to section 105 (construction of foundations) "that such foundations shall in every case be examined by an officer specially deputed by the Building Authority in that behalf before the trenches are filled up" was withdrawn after discussion.

In connection with clause 123 (corbels to be of stone or bricks) the following addition was made:—"The entire thickness of the wall throughout the height of such corbelling shall also be built in cement-mortar."

To section 131 (material for coping, cornices, etc.) the following was added on the suggestion of the DIRECTOR OF PUBLIC WORKS:—"Every projection constructed of combustible material other than stone shall be built in cement-mortar and the entire thickness of that portion of the wall covered by such projection shall also be built in cement-mortar."

In the case of clause 138, which provided that verandahs and balconies were not to be enclosed or obstructed, it was pointed out by the HARBOUR MASTER that it would preclude a householder from even putting a chair out on his verandah.

HIS EXCELLENCY said it was intended to apply to Chinese houses in which verandahs, being over Crown land, were practically turned into rooms.

The clause was amended to exclude from its operation houses in the European Reservation and the Hill District.

The DIRECTOR OF PUBLIC WORKS stated that when the re-committed clauses came up he intended to bring in an amendment with regard to balconies in narrow streets; at

present he was not prepared with the amendment.

When clause 152, dealing with requirements as to cubicles in existing buildings, was reached,

HIS EXCELLENCY said that they had calculated that the new regulations would remove from 30,000 to 40,000 people. But if only two cubicles were to be allowed on a floor he was under the impression that at least 100,000 people would be removed.

The MEDICAL OFFICER OF HEALTH suggested that the difficulty would be met by allowing three cubicles instead of two.

Sub-section 9 was as follows:—"No cubicle or room used for sleeping purposes shall have a less floor area than 100 square feet and a less length or width than 7 feet."

Hon. Dr. Ho KAI proposed, and it was agreed, to add the following:—"Unless such cubicle or room has a window opening direct into the external air and having a total glazed area of not less than one-tenth of the floor area of such cubicle or room; in which case the floor area of such cubicle or room shall not be less than 64 square feet."

Besides the amendments given above, a number of minor amendments were made on various clauses.

The Council adjourned till to-day at 2 p.m.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on Friday, afternoon in the Board Room. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (President); Colonel Hughes, R.A.M.C.; Mr. F. J. Badeley, Captain Superintendent of Police; Mr. C. McL. Messer, Acting Registrar-General; Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau Chin Pak and Mr. G. A. Woodcock (Secretary).

EXT. RMINATION OF MOSQUITOES.

Correspondence was laid on the table relative to the extermination of mosquitoes. This included a letter from Dr. J. C. Thomson.

On the proposal of Mr. OSBORNE, it was agreed that the letter for question should be published in the Press. Dr. Thomson wrote as follows:—

"Hongkong, 25th October, 1902."

"Sir,—I have the honour to report for the information of His Excellency the Governor that I made a careful investigation of the nullah crossing MacDonnell Road and its neighbourhood with reference to the presence of the larvæ of mosquitoes on the afternoons of yesterday and the previous day with results as follow:—

"The most easterly of the three nullahs, that passing on the east side of the Honourable Wei A Yuk's house, is untrained and it swarms with anopheles larvæ throughout. I found a gang of coolies acting under the orders of the P.W.D. commencing the work of filling in holes and levelling out the centre of the bed of the stream.

"The next nullah is roughly trained with a stone pavement which offers many hollows where anopheles might readily breed. There was evidence of kerosene having been used, and I was not able to demonstrate their presence below Bowen Road at the level the training ceases, and immediately above Bowen Road I found anopheles larvæ abundant.

"The most westerly nullah is much better trained with a smooth bed for the stream made of a coarse concrete, and the result of my search was as in the last described nullah. Immediately above Bowen Road, larvæ were abundant. Several branches of nullahs are at present dry.

"I also examined a great many puddles of water due to the oozing of water from the hillside or from the excavations on MacDonnell Road itself, behind certain of the houses, and up on the level of Bowen Road. I found anopheles larvæ present in all of them except where there was evidence of kerosene having been used."

"A very interesting and practically important circumstance came to my notice in my examination of some of these roadside puddles. On the Bowen Road level where they are undisturbed, I found such collections of water literally swarming with both anopheles and culex larvæ; on MacDonnell Road they were free from larvæ where oil had been adequately used, but there was a middle series, in which only a little kerosene was present covering the

surface imperfectly in which I found plenty of *Culex* larvae, but none of *Anopheles*. The latter seem fortunately more easily destroyed than the former, *Culex* being apparently able to push its respiratory syphon clear of a thin oil layer for breathing purposes in circumstances where *Anopheles*, not possessing this special breathing tube, cannot live. The species of *Anopheles* found was *Anopheles maculatus*, and the larvae which I group as *Culex* were those of *Armigeres obsoletus* and *Culex fatigans*. Having in view the foregoing observations I offer the following recommendations:—

"1. The operations at present in progress in the most easterly nullah should be carried well above Bowen Road and should be followed as soon as possible by a complete training of the nullah.

"2. The training of the other two nullahs should be carried higher up the hill, and until this can be arranged, temporary measures such as those in progress in the easterly nullah should be used for some distance above Bowen Road. The middle nullah should receive throughout a floor of concrete over its present pavement and certain breaks in the concrete floor and sides of the most westerly nullah should be repaired.

"3. Efforts should be made to give free concrete runnels to all oozing water and the hillside oozing should as much as possible be received on well-sloped concrete surfaces, to prevent the presence of little stagnant pools of water.

"4. It is essential to take into account the district well above Bowen Road in all the operations for improvement of the health of MacDonnell Road, in which as well as in Kennedy Road below it, malaria is severely prevalent. Otherwise the presence of such swarms of *Anopheles* as I found in the larva stage just above Bowen Road will nullify the efforts made on the slightly lower level.

"5. The co-operation of the military authorities in the matter of dealing with extensive water puddles on military land just below Kennedy Road is necessary to any success in the direction indicated. These should be cleared away by adequate drainage.

"6. The work of destruction of the larvae and the pools in which they do or may breed should embrace every water puddle on private property as well as on the public roads and in the nullahs. The total number of such collections of water is not large, and they can be quite adequately dealt with, if the work be done systematically. Many can be eradicated; others can be given a smooth concrete surface for water to flow over and away; and the remainder would require to be doused once a week with kerosene oil.

"I do not think any part of this should be left to private owners or occupiers of property. In one case, where all the circumstances behind a house were favourable for the presence of larvae, I found none, because adequate care was evidently being taken. Behind another house I found the larvae simply swarming. I urge that the official of the P. W. D. dealing with this district should have orders to take cognisance of every water surface in the neighbourhood, and unless it be running freely to eradicate, otherwise improve, or kerosene it periodically as may in each case be possible. In a large question like this, where the public health is concerned, any other course seems to me likely to invite failure as one property with breeding places overlooked would nullify very extensive efforts all around it.

"7. It is well to recognise an important limitation of what can be accomplished in the directions I have indicated. The *Anopheles* mosquito breeds high up in the ravines and larvae will constantly tend to be washed down into the lower parts. But if the nullahs be trained and maintained in the condition I have described as desirable, no resting place would exist for such washed down larvae within the inhabited districts around the nullahs, and they would be swept into the harbour.

"And in the neighbourhood under consideration it is emphatically possible to reduce the smaller breeding places to the minimum, and to practically stamp out malaria.

"8. I further recommend that an effort should be made to induce residents in the whole district from Bowen Road down to and

including the Barracks to destroy as many as possible of the present race of infected *Anopheles* during the winter by a very thorough fumigation of basements, bed-rooms, servants' quarters, dog-kennels, and other out-buildings where they hibernate. The fumigation with sulphur fumes or chlorin gas should precede any disturbance of the insects by other means, and a suitable time would be the month of January. This might be undertaken by the Sanitary Department in order to secure its being done systematically and efficiently and would probably be accepted willingly if offered from house to house, since all residents are in full sympathy with every effort to exterminate the cause of the present great prevalence of malarial fever. I may say that the Medical Officer of Health, who accompanied me on my second visit to this district, considers my proposal for the destruction of the adult insects by systematic fumigation of all basements and out-buildings during the winter season to be a quite practicable one, and he is prepared to make necessary arrangements.

"I have the honour to be, Sir, Your obedient servant,

"JOHN C. THORSON."

"Dr. J. M. ATKINS, N.,
Principal Civil Medical Officer."

SURVEYOR'S REPORT.

The Surveyor's report for the third quarter of 1902 was laid on the table.

SMOKE NUISANCE.

A letter was read from the Hongkong Steam Laundry requesting a further extension of forty days to comply with a smoke nuisance notice.

Col. Hughes intimated: "The smoke from the laundry is an intolerable nuisance to the number of Europeans frequenting Kennedy's stables. It is also detrimental to the health of the numerous valuable horses and their Chinese attendants. In my opinion four months was a very liberal period to allow for improvement. The chimney that carries this smoke is very much too low. I am against granting a further respite unless this chimney is carried up thirty or forty feet higher, which can easily be done, and which will abate the nuisance to some extent."

On the motion of the PRESIDENT seconded by Mr. BADELEY, it was agreed to grant the extension until the chimney be heightened.

FAT-BOILING ESTABLISHMENTS.

An application for licence No. 193, Des Vœux Road to be registered as a fat-boiling establishment, and a minute thereon by Hon. Dr. Clark, were considered. The minute was as follows: "There is no record in the minutes of the Board of any definite decision as to the establishment of further offensive trades within the City limits. I think it would be as well if the Board decided that they would not grant licences for the establishment of any new premises of this description in the City or in the larger villages of Kowloon. Then such new premises would be established in the more rural districts, where there would be very little nuisance to anyone."

The application was refused, on the motion of the PRESIDENT, seconded by Col. HUGHES.

CONSTRUCTION OF CHANNELS AND DRAINS.

Hon. Dr. Clark tabled a minute to the Colonial Veterinary Surgeon recommending the construction of proper channels and drains in the Shek Tong Shui Market. It read: "I find that the surroundings of the Shek Tong Shui Market are constantly in a very insanitary condition, apparently because the market has no suitable channels and drains to receive its washings, which flow down the steps into the roadway. If you have no objections to raise I propose to advise the Board to ask that this market be properly channelled and drained."

Mr. A. Gibson, the Veterinary Surgeon, replied: "I will warmly support any such proposal."

It was decided to call the attention of the Government in the usual way.

ERECTION OF WATER-CLOSETS.

An application was considered for the erection of fifteen water-closets at Kowloon Docks. A plan attached was inspected.

Mr. E. Osborne intimated: "Grant subject to an adequate water supply independent of Government mains."

The Board agreed to grant the application subject to the terms of Mr. Osborne's minute.

A similar course was followed in the case of an application for the erection of sixteen water-closets on the new premises of Messrs. Watson & Co. in Des Vœux Road. A well ten feet deep is also to be provided.

THE PROVISION OF A BACK-YARD.

Further correspondence was laid on the table relative to the provision of a backyard for No. 1, Ladder Street.

Consideration was postponed until next meeting of the Board.

MORTALITY STATISTICS.

The mortality statistics for the Colony for the week ended 29th November showed the death-rate per 1,000 per annum to be 15.2, against 20.7 in the previous week and 17 for the corresponding week of last year.

RETURNS OF RATS.

Of 1,248 rats caught in the City of Victoria during the week ended 8th December, 17 were infected, as were 18 out of 2,045 caught in Kowloon.

ANALYSES OF PUBLIC WATER.

The analyses by Mr. F. Browne, Government Analyst, of public water supplies for the month of November, showed that the water in every case was of excellent quality.

LIMEWASHING RETURNS.

The limewashing returns for the fortnight ended 6th December give 2,688 houses as treated in the Central district and 1,371 in the Western. There were four prosecutions in the former district, and fines were imposed to the amount of \$6.

This was all the public business.

THE MURDER OF MR. EVANS.

ASSASSINS CAPTURED.

We have received from a reliable source the welcome news that the Chinese pirates who recently attacked a boat near the Bogue Forts and mortally wounded Mr. Evans, have been captured by the local authorities and sent to Canton for trial.

It appears that Mr. James Scott, the energetic British Consul-General at Canton, after strong representations, induced the Viceroy to offer a reward of \$1,000 for giving information which would lead to the arrest of the pirates. The locality of the attack was placarded with the offers of reward, and boat a woman seeing one went to the military authorities and gave information. She conducted the soldiers to a place near Ho-kwai, in the Tungkong district, and pointed out several boatmen and four field labourers as having committed the deed. These were arrested and in their possession were found a pair of marine glasses and a pair of trousers, which Mrs. Evans identified as her late husband's property, and also a quantity of foreign rice.

The men arrested were sent to Canton, and one of them has confessed to having shot Mr. Evans because he fired at them first. They left Mr. Evans for dead, and there was a movement to throw him overboard to ensure his death, but the majority decided to leave him on the boat.

The Admiral of the Guard Boats was ordered to pay \$12,000 of the indemnity to Mrs. Evans, but he refused to have handed that responsibility over to his chief officer, saying that he could easily cover it in twelve months by the money taken from gamblers. Two local mandarins will have to pay \$4,000 each. It is to be hoped that the woman who gave the information will receive the reward of \$1,000, as it will tend to promote the security of foreigners in the interior if such informants are actually paid the promised rewards. The natives in the district are said to be very pleased that the men have been arrested.

The *Siam Observer* understands that the concession for the Tachin Railway, originally granted to the late Mr. Xavier, has now been transferred by the King of Siam to a syndicate formed for the promotion of the line. The Company will be shortly incorporated under Royal Charter, and shares will be offered to the public. The railway runs from a point on the west side of the river (nearly opposite the Hongkong and Shanghai Bank) to Tachin, a distance of about twenty miles.

JAPAN AND ORIENTAL SUPREMACY.

[FROM A SPECIAL CORRESPONDENT.]

Tokyo, 24th November.

Among the celebrations which turned all Japan into a festival ground, when the Anglo-Japanese convention was signed, the one at the northern port of Hakodate included a procession in which a herculean figure in the uniform of a Japanese admiral smiled benignly down upon England, dressed as a midshipmite. The little fellow clung to the hand of the big protector, into whose face he looked appealingly, and the expression of the bluff giant conveyed as plainly as words an assurance that the lad might calm his fears, for he was now out of danger. Probably that device would not in any part of Japan embody an estimate of the relations of England and Japan in respect to the integrity of Corea, for agitation upon that subject and upon threatened Russian encroachment there had too long excited this country to leave the least informed ignorant that the preponderance of immediate benefit from such a convention was decidedly with Japan. But the demonstrations of enthusiasm with which the device was greeted typified none the less the estimate in which Japan is held at home, in comparison with other governments, and it points to ambitions for the future which shall compel universal recognition of such superiority. The horizon here does not extend beyond the East. With the spaces outside of that sweep, political thought concerns itself only diffidently. Within it Japan aspires to dominate. Any countervailing influence will be classed as inimical. But Europe and the United States are expected to understand that while their friendship is sincerely desired, the sooner they make Japan a confident and adviser, and entrust to her the immediate guardianship of international interests in the East, the sooner may they expect the removal of political friction in these longitudes.

National spirit manifests itself in the smallest details. From Colombo to Vladivostok the seaport merchants display to visitors stocks gathered from many fields. The Cingalese views with equal pleasure profit from goods made in India, Malaya, Siam, China, Japan, Europe, or America. As little concern over the origin of his stock burdens the Chinese trader, the Philippino storekeeper, or the Russian. In Japan goods are Japanese. When foreign articles come in they come responsive to special call, except in lines not made in Japan. It never enters the mind of a native salesman to tempt purchases on the ground that goods are imported. His nature will not admit the supposition that anything Japan can make can fail to be superior to a similar article made elsewhere; and with no assumption of offensive superiority, but quite as a matter of course, he tenders to callers Japanese goods, taking care to mention that they are such.

The same spirit extends to larger affairs. In calling "check" upon the diplomatic chessboard in the East, Japan may feel primarily that the convention with England has at least deterred the approach of Russia to the south end of Corea, where its military or naval presence might menace the Japanese coast. Yet the thought of self-preservation is not uppermost. Japan has at no time doubted its ability to hold its own with Russia, were a contest forced. A barrier like Corea, established in connection with another Power, is thus a convenience rather than a necessity, so far as the welfare of Japan is alone concerned. The convention approves itself to Japan in a much larger sense. Russian encroachment would threaten something more serious than a conflict off this coast. It might mean the absorption of Corea, invasion for permanent account over the borders of Manchuria, and threaten the peace of the world. By promising to avert the calamity, Japan feels that the convention provided a safeguard for commercial progress, and advanced the day for such confidence in this government that the grasp of fellowship which other governments have extended will no longer be an act of friendly tolerance but of sincere goodwill.

It is in line with the actuating force behind all development here that Japan shall become the agency of progress for Asia, growing thus in political stature; and that in being accredited

ed to this function it may become the clearing-house for trade between the East and the West. Hence in conventions negotiated by its diplomatic agents, in the facilities that its ports may furnish for handling merchandise, and in the improved industrial equipment that may be expected with the help of foreign capital, it hopes to reach its ambitious goal. Diplomatic relations have been well guarded so far by the body of able representatives it keeps abroad. There is no reason to suppose that these men, or their coadjutors at home, will be less zealous for the future than they were in negotiations which have advanced Japan to a favoured nation place; outlay on improvements for the benefit of commerce has been undertaken on a generous scale; and public discussion points to such liberalisation of the law as to invite outside capital and insure its safe lodgement.

Paternalism in government has a hold so strong in the Japanese nature that for purposes of present practical consideration it may be considered fixed in the national policy. Through the many centuries of feudalism, when the lords of the soil did the thinking for the masses, nearly all industry had to be fostered by direct help. That practice induced a habit of dependence in such affairs which the Government is forced to recognise. The collapse of the boom in industrial speculation, by bringing disaster upon many bold ventures in capital, served to deepen the sense of timidity that commonly attached in other years to unaided enterprise, and if the Government has in mind relief for itself at any time from the importunities of those who expect its help in their private undertakings, the time is not yet ripe for the disclosure of such a purpose.

Hence subsidies are the fashion, and in apparent general favour. The railroads have them, as do the steamship lines; there are bounties in certain directions, and in others the effect of bounties has been secured by a tariff wall so high as to shut out competition. Government monopolies exist in camphor and tobacco. In furtherance of a scheme to help out the finances of Formosa, it has been proposed to institute a Government lottery on that island. There also steamship competition has been destroyed, driving off the only line that ever gave really efficient service. Since government there is colonial and in a sense experimental, it may perhaps not be fairly held to the standards expected at home, and possibly the operation of a broadening policy here may in time induce there administrative changes designed to persuade the return of the foreign capital which gave to that island before it passed to Japan greater commercial activity than it has since enjoyed.

Harbour improvements at Osaka are in line with the policy to promote commerce and domestic industry. Always the chief industrial city of the empire and now the most modern and busiest in appearance, Osaka could not hold its own in a forward movement of magnitude without its present harbour accommodations. A bar shuts it off from the head of the Inland Sea, except for junks or other light-draught vessels. Industrial growth occurred in the long period when outside commerce was forbidden and all heavy vessels of sea-going tonnage were destroyed. With changed conditions, the fortunes of the port would naturally be influenced by the facilities for transportation it could command. With the Inland Sea in front of it, and the Pacific around a neighbouring headland it seemed absurd to rely on the railroad, which at best could quote only inland freights at prices as low as could be obtained by part water traffic, and which for large purposes must add needlessly to the cost and trouble of shipments. It was decided to cut a channel through the bar and to deepen the harbour for the accommodation at all tides of ship drawing 32 feet. That work has involved the outlay of millions of yen and progress with it so far has demonstrated that it cannot be completed within the eight years originally planned for it. The work has occupied five years. Determination to complete has no wise abated by the discovery that it is more of an undertaking than had been supposed, and if it cannot be finished in another five years there seems no doubt that more time and millions will be devoted to its accomplishment.

While this improvement is of prime importance to Osaka, it has a bearing on much larger plans. Kobe owes its growth and prosperity to

the fact that it has been the port for Osaka. In the offing at Kobe, ships of any draught may anchor. The industries in that city are minor ones. If mere convenience to shipping had induced there the establishment of plants and had thus created a rival to Osaka improvement would have been too venturesome to undertake. Omission to create rivalry now serves as an argument against the improvement of Kobe harbour on a large scale, for now no prospect lingers that capital will attempt to match the industrial progress of a city that has long passed the stage of experiment in this line, and which is only twenty miles away.

So it is proposed to reserve Kobe for uses peculiar to itself, by making it a free port. It occupies a location central to the commerce of Japan. The ability of all ships to go there must continue to attract the ocean carriers provided the business to be had may make it worth their while to drop anchor. That, must of course be their stopping place so long as the shipping of Osaka shall come there. If deprived of such shipping at this time, Kobe would not only lose its place as the first port of Japan, but it would become comparatively insignificant. Quite apart from the consideration that a harbour of this kind is not common enough in Japan to justify neglect is the fact that uses, new, distinctive, and in harmony with the largest plans for commercial growth, may be found for it.

If Japan is to occupy the place to which it aspires in relation to the commerce of the East, and to become the clearing-house for general trade, it must make such commerce easy and inviting. The customs tariff was not devised with that view. Its application to goods brought here for transshipment would not encourage enterprise in that direction. One way of promoting such a movement would be to give goods so intended free entry somewhere. Kobe has been proposed as the place, for the reasons stated. The general plan of providing distributing centres for cargoes not destined for Japan contemplates the establishment in the North of facilities similar to those which are offered by Hongkong and Singapore. With that view, so far as Kobe would figure in such a plan, a free district would be set off, to be guarded by customs outposts, and within that district no duties of any kind would be imposed. Shanghai need not be considered in the promotion of such a scheme, except as a source from which trade might be drawn, results depending upon conveniences offered for transshipment. With the growth of Japanese trade in North China, and the continuance of the ship subsidy policy, it is thought that shippers from the United States would certainly prefer to send goods for the North China market by this direct route, than round about through Shanghai, and that the cheaper freights possible might also attract goods from Europe destined for the North.

Japan's location with reference to Asia suggests so strikingly the location of Great Britain with reference to Europe as to have prompted forecast of the development of other resemblances. In the last three years the Japanese have consumed more rice than they have grown, exports of four million piculs, for which they received twenty and three-quarters million yen, having been offset by imports of seven million piculs, for which they paid nearly twenty-seven million yen. The increase of exports in that period from 214 million yen to 252 million yen was mainly of industrial products. Economic discussion in the debates in the Diet has fairly settled opinion that production of the agricultural staple having already fallen below consumption, Japan must look beyond husbandry for its support; and the advance in industry points the direction which progress will take. This prospect confirms the Government in its purpose to apply its chief energies in the promotion of industrial and commercial growth; and in the directions indicated, as well as in others that may be evolved, advance may be ascribed to a belief that the future holds for Japan rewards no less gratifying than those which manufactures have bestowed on Great Britain.

The total amount of gold coined, less recoinage, in Japan to date, is 293,079,200 yen, of which the sum remaining in the country is only 73,046,423 yen.

THE PACIFIC MAIL S.S. "KOREA."

The new Pacific Mail steamer *Korea*, which has just given an example of her powers as a record-breaker, was thrown open to the public from two till five o'clock on the 11th inst. Lunches ran at short intervals from Blake Pier to the steamer, and many hundreds of people took advantage of the opportunity afforded for viewing the new vessel. Mr. Tom McKay, the general passenger agent of the Company, and the captain and officers of the ship looked after the comfort of the guests, for whom refreshments were provided with a liberal hand.

The *Korea* is the largest ship yet built in America, having been put out by the Newport News Co., Va. Her tonnage is 7,255 net and 11,390 gross. She is 550 feet long between perpendiculars, 63 feet moulded beam, and 41 feet 10 inches in depth. There are three complete decks, four tiers of beams, and promenade deck. She is designed to have a large carrying capacity and also a large list of passengers. At the same time the length of the ship makes necessary an unusually large coal capacity, and in order that she may when necessary sail light, an ample capacity for water ballast is provided. The water ballast is carried in a double bottom which extends almost the entire length of the ship, a distance of 421 feet. The *Korea* is divided transversely by ten complete watertight bulkheads to the upper deck and six to the main deck, making sixteen in all. There is also a watertight centre-line bulkhead in the engine-room running to the main deck, and thus placing the engines in separate watertight compartments.

The propelling machinery consists of two four-cylinder, vertical inverted, quadruple expansion engines, with cylinders 35, 50, 70 and 100 inches diameter and 66 inches stroke. They were designed for 86 revolutions per minute and 17,500 i.h.p., and this was expected to drive the ship 18 knots per hour sustained speed. The propellers are 19 feet 6 inches diameter, 2 feet pitch and with three detachable blades. The steam-generating plant consists of six double-end and two single-end Scotch boilers and one vertical donkey boiler. Steam pressure for all boilers is 200 lbs. There are two stacks, one over each set of boilers; both are 108 feet above the grates. The steering gear is of the "Brown Steam Tiller" type and there is also a hand gear. For cargo handling there are five hatches on the open decks, two in each well and one on the poop. One of the most interesting and complete installations on the ship is the refrigerating plant. It is on a very large scale and is provided with the idea of carrying cargo in cold storage as well as of furnishing passengers with all the luxuries and delicacies that cold storage makes possible.

The accommodations for passengers and crew are confined entirely to the boat, promenade, upper, and main decks, where there are provided quarters for 200 first-class passengers, 60 white steerage, 1,200 Chinese steerage and 235 crew. The bulk of the first-class passengers' staterooms are on the promenade and upper decks, and the upper deck is so arranged that the passenger quarters are all on the starboard side. The first-class staterooms are beautifully fitted. On the promenade deck forward is the social room, a splendidly furnished apartment. Aft of it is the music room. The dining hall, which seats 202 people, is a triumph of the upholsterer's art. A smoking-room and all other accessories are provided for the comfort of the passengers. The speed performances of the *Korea* since her launch have just fit the great expectations which were entertained with respect to her, and those who know the vessel and her capabilities are confident that she will yet improve upon her already brilliant record.

The French flagship *Redoutable*, with Admiral Marechal on board, left Nagasaki on 25th ult. for Haiphong on her way home by way of Saigon. On the vessel's arrival at Saigon, the Commander-in-Chief will remove his flag to the armored cruiser *Montcalm* (9,517 tons displacement) which has lately come out from home. The *Guichen* has also been attached to the Asiatic Squadron. These two vessels are expected at Nagasaki by the end of next month.

THE NEW E. & A. S.S. "EMPIRE."

Our representative paid a visit on the 11th inst. to the Eastern and Australian steamer *Empire*, the latest addition to this Company's fleet, of which Messrs. Gibb, Livingston & Co. are the local agents. Several people availed themselves of the opportunity of inspecting the vessel. Capt. Green, the Company's superintendent, conducted the party over the ship, which has accommodation for 70 first-class passengers, 40 second class, and 40 European steerage and 100 Chinese steerage. On leaving the promenade deck, which is 165 ft. long, the party went through the saloons and smoke-rooms, all of which are very comfortable, upholstered in green, and furnished to suit the most fastidious taste. On descending to the first-class saloons one is struck with the perfect arrangement which exists, the breadth of the ship being occupied with cabins, and a wide passage running down the centre. The cabins are fitted with the latest improvements, and are provided with bunks for two passengers only in a room which is certainly capable of holding four. Both berths are provided with a port-hole, a luxury in itself. It is also noticeable that instead of the usual single washstand, a double one adorns the cabins of the *Empire*. The ladies' cabins are perfect, with their artistic draperies hanging from the bunks, and present a very fine appearance. Electric fans are provided in each cabin, and can be moved to any position required. The baths met with the admiration of all. Here one can have a douche bath, spray bath, shower bath, or a wave bath.

Mr. Laurence Niven, the chief engineer, states that the *Empire* is a single screw vessel, with extra strong tail shaft, and has triple expansion forced draft engines (Howden's) with a working pressure of 200 lbs. to the square inch. On the trial trip the *Empire* attained a speed of nearly 16 knots, but her average speed may be taken as 14 knots. The ship was built on the Clyde by Messrs. Beardmore & Co. (later Messrs. R. Napier & Co.), and has a gross tonnage of 4,498. The skipper is Capt. McArthur, who has four capable officers with him. The ship's doctor (Mr. Pugh) pointed out the splendid ventilation of the vessel, a most important feature.

The party were afterwards entertained to dinner by Capt. McArthur in the luxurious dining saloon, capable of seating 70 persons, and thus a most enjoyable trip came to a close.

TRIAL TRIP OF THE "KWONGCHOW."

The steamer *Kwongchow*, recently launched from Messrs. Bailey & Co.'s yard in Kowloon Bay, underwent her official sea trials on Friday, the mean speed from Kowloon Rock to Channel Rock being 11 knots per hour.

The *Kwongchow* is the largest steel vessel yet launched in Hongkong, and her owners are the Shui On Steamship Co., Ltd. She was designed by Messrs. Bailey for the service between Hongkong and Canton, and her dimensions are: length over 1,200 ft.; breadth, 35 ft.; depth, 12 ft.; with a gross tonnage of 1,475. The engines are compound surface condensing of the most modern design. She has accommodation for over 1,000 native passengers, and has also ample accommodation with staterooms and saloon for European passengers; the first and second class Chinese saloons are also fitted in unusually good style, and the vessel is lighted throughout by electricity. The captain, officers, and engineers are housed on the upper deck, where they have also their own mess-room and bath-room, etc.; and their cabins, like all the others on board, are painted in white and gold, fitted with carpets, cushions, etc., with portable electric lights and all other conveniences. The sanitary fittings throughout are of the highest class, and the bath-rooms, etc., fitted with tiled floors. The vessel is controlled by steam-steering gear.

At the invitation of the builders and of the owners, eighty-four guests sat down to tiffin after the official trials, and did full justice to an excellent repast provided by Messrs. Madar and Farmer; among those present being Messrs. Chau Siu-ki, Liao Tze-san and other directors of the Shui On Steamship Co.; Messrs.

Mumford, Goddard, Crake, Orobar, A. H. Hewitt, Covey, Simcox, Parlane, Rodger, Johnstone, Mitchell, Logan, Kew, Seth, Robertson and others, besides several ladies.

In proposing success to the *Kwongchow*, Mr. W. S. BAILEY said—Ladies and gentlemen, the steamer *Kwongchow* having completed her official trials to the satisfaction of the owners, I have much pleasure in saying a few words upon this occasion. It seems but yesterday that our friend Mr. Chau Siu-ki approached us with the enquiry for this vessel, evidently with grave doubt as to our ability to build her, but here the vessel floats to day to the entire satisfaction of her owners, and we are glad to feel that we merited the confidence which they placed in us by giving us, a young firm, so large an order. The owners were very clear as to their requirements. We were to build a vessel 200 feet long, to attain a speed of ten knots, while carrying a thousand passengers and 350 tons deadweight cargo. On going into the matter we found to ensure the speed under these conditions machinery of an improved type to that commonly used would be necessary, and this we have fitted and without extra charge, with the result that 11 knots have been attained. At the beginning we decided that the question of profit should be a secondary one, our chief aim being to give entire satisfaction to the owners by turning out a vessel which would be even more than satisfactory; we have spared no expense to attain this end, and we have our reward to-day in the appreciation of our work expressed by the owners. It has been said that the pleasure of life consists not in the making of money, but in the accomplishment of what may be termed "satisfactions," namely, the attainment of those ends upon which we set our hearts. We made up our minds to turn out a thoroughly satisfactory job regardless of cost, and we are to-day better rewarded by the knowledge of success, and by the owners' appreciation, than if we had aimed only at making a large profit out of the work. Our relations with the owners have throughout been of the most cordial nature. Mr. Chau Siu-ki and his fellow-directors have taken the keenest interest in the design and construction of this vessel, and they have assisted us in every way. I wish to express, on behalf of my partner and myself, our high appreciation of the confidence and assistance given us by the directors of this Company, and I ask you, ladies and gentlemen, to join me in drinking a bumper to the success of the good ship *Kwongchow*, coupling the toast with the name of Mr. Chau Siu-ki. (Applause.)

Mr. CHAU SIU-KI (the Chairman of the Shui On S. S. Co.) said—Ladies and gentlemen, before I respond to the toast proposed by Mr. Bailey for the success of the steamer *Kwongchow*, allow me to thank you for the honour you have paid us in being present here to-day; an honour which, I need hardly say, is exceedingly gratifying both to the directors of the Shui On Steamship Co., and to myself. Speaking on behalf of the Company, I am pleased to be able to state that the *Kwongchow* has been constructed and equipped to our entire satisfaction by Messrs. W. S. Bailey & Co. I am assured that the speed attained at her trial to-day is a very satisfactory one. The *Kwongchow* is the largest steel vessel that has yet been launched in this Colony, and we feel very much indebted to Messrs. Bailey & Murphy for the thorough manner in which they have carried out the work. The Company are determined to do their utmost to provide for the comfort of the passengers and I feel confident that the captain and the officers of the vessel will heartily co-operate with the directors to attain that end. The trade between Hongkong and Canton is increasing to such an extent that I hope this new addition will be welcomed by those merchants immediately connected with this important portion of Hongkong's commerce. Ladies and gentlemen, I will now ask you to kindly join me in drinking heartily to the success and prosperity of the builders, Messrs. W. S. Bailey & Co., coupled with the name of Mr. E. O. Murphy. (Applause.)

Mr. E. O. MURPHY, responding on behalf of the builders, said that occasions like the present were the bright spots in the shipbuilder's life

where he saw the success of his months of hard work, and received the congratulations of his friends. He expressed the pleasure he felt at seeing around him so many of those who in a busy place like Hongkong had no doubt left their offices at considerable inconvenience to be present.

Mr. MURFORD in a neat speech responded to the toast of the visitors, and thanked the builders and the owners for their hospitality.

The toasts of the caterers and of the Captain of the ship were also honoured, after which the vessel steamed to the Company's wharf, where she presented a pretty sight illuminated by electric light and decorated with bunting.

THEATRE ROYAL.

"CAMILLE."

The representation which the play got on the 5th inst. was in every way praiseworthy. Miss Waldorf never perhaps appeared to better advantage than as *Camille*. Her reading of the passionate nature with its many-sided aspects was convincingly true, while her acting was wholly to be admired. In the scene with Armand's father, the gambling and the closing scenes, Miss Waldorf's emotional powers were brought into play with splendid effect. The Armand of Mr. Norval McGregor was as fine a bit of acting as we have yet seen him do in the varied rôles in which he has appeared. Mr. McGregor seems to make a greater hit than before in every new part which he takes in hand; he has certainly gained a sterling reputation in Hongkong. Another member of the Company who invariably puts himself on good terms with his audience is Mr. Wilson Forbes. The part he took in *Camille* was that of Armand's father, M. Duval, a character which became, under his representation of it, one of the most striking of the dramatic personae, full of life and interest. Mrs. Dow-Currier's study of *Madame Prudence* was worthy of this lady's high abilities. A special word of praise is due Mr. William Fitchett for his *Gaston*; Mr. Fitchett is a young actor of distinction in method and of undoubted talent. Miss Amy Stanley was charmingly natural as *Nichette*, Miss Mildred Yorke made a conscientious *Nanine*, Mr. St. Clair Bayfield a good *Count de Varville*, and the others of the cast were Mr. Ernest Macken (*Gustave*), Mr. Arthur Elin (*Messenger*), and Miss Edith Hays (*Olympe*). The audience gave the piece and the Company presenting it a very cordial reception, and several recalls had to be acknowledged.

"PYGMALION AND GALATEA."

An excellent comedy, *Pygmalion and Galatea* had a fine recommendation to the audience in its presentation on the 8th inst. by the Janet Waldorf Company. Miss Janet Waldorf assumed the rôle of *Galatea*, and claimed admiration by her clever depiction of the eccentricities of the living statue. So, too, did Mr. Norval McGregor, whose acting in the character of the ardent *Pygmalion* was in every way masterly. As *Chryso*, Mr. Wilson Forbes had an important part to enact, and his contribution to the success of the whole play was as pronounced as appreciated. Miss Mildred Yorke made a good appearance as *Cynisca*, and for the rest, Mr. Jean de Lacey (*Lysippus*), Mrs. A. Dow-Currier (*Chryso's Wife*), Miss Amy Stanley (*Myrene*, the sister of *Pygmalion*), Mr. Ernest Macken, and Mr. William Fitchett (slaves to *Chryso* and *Pygmalion*) proved generally capable exponents of the characters they were allotted.

"SHERLOCK HOLMES."

As was anticipated, the dramatisation of Sir Conan Doyle's *Sherlock Holmes* proved a strong attraction, and the Theatre Royal was crowded when on Wednesday evening the Janet Waldorf Company made its debut in this highly interesting play. It has already been said that the dramatisation follows the text as closely as possible, and presents in concrete form a series of incidents culled from the most popular of Sir Conan Doyle's stories. The adventures of the wonderful detective, whose prototype, we believe, is to be found in Dr. Bell, of Edinburgh, possess an absorbing interest for the reader, and their presentation in the form of a drama makes an equal claim on the attention of the spectator. Thus, in the play under

review, which is shaped from the shorter tales of the *Adventures and Memoirs of Sherlock Holmes*, there appear the striking features of such stories as *A Scandal in Bohemia*, *The Royal Coronet*, *The Five Orange Pips*, *A Blue Carbuncle*, and *The Final Problem*; whilst incidents are borrowed from the complete novel, *A Study in Scarlet* and *The Sign of Four*.

As with the other pieces of their repertoire, the Janet Waldorf Company produced something entirely new to Hongkong theatre-goers in staging *Sherlock Holmes*, so that in addition to its other good qualities the play carried with it the charm of novelty, ever appreciated in the estimation of an audience.

With Mr. Norval McGregor lay the depiction of the principal character, *Sherlock Holmes*, and the intricacies of the part he followed with scrupulous care. All the idiosyncrasies of the great detective, as we have read of them from the pen of Sir Conan Doyle, were denoted with exactitude, and his fantastic methods in the unravelling of crime admirably portrayed. Mr. Wilson Forbes had a responsible part in the rôle of *Professor Moriarty*, and although his conception of it did not suggest the intellectual genius who was able to laugh at the enmity of *Sherlock Holmes*, the interpretation Mr. Wilson chose to give the part was a convincing one. Miss Waldorf had little to do as *Irene Adler*, but she drew a clever picture of the rôle and made the most of her opportunities, fleeting though they were. Dr. Watson was cleverly assumed by Mr. Albert Goldie, and his housekeeper, the garrulous Mrs. Hudson, had every justice done her by Mrs. A. Dow-Currier. The other parts were played generally to advantage.

OXFORD LOCAL EXAMINATIONS.

Hongkong Centre—Rev. T. W. PEARCE, Superintending Examiner.

Dr. G. H. Bateson Wright, Headmaster of Queen's College and Hon. Local Secretary for the above Examinations, sends us the following list for the 15th year:—

BOYS.

Senior—

Strangman, H. H., AA (D); Marceau, P. G., AA (J); Vasquez, A. D., AA (J); Gollenberg, H., AA (P); Bunja, E. T. H., AA (Q); Hung Kwok-leung, AA (Q); Silas, M. D., AA (Q).

Over Age—

Jackson, H., (D).

Junior—

Blumenberg, W., (D); Hagen, E. C., (D); Hastings, P. E., (D); Mackenzie, A., (D); Melbye, A., (Q); Graça Ozorio, J. M. R., (J); Bunja, C., (Q); Bunja, H., (Q); Ho Yau-sik, (Q); Tam Wing-kuong, (Q); Tso Tsok-kai.

Over Age—

Li Hou-ching.

Preliminary—Honours List—

Third-class—Le Breton, L., Diocesan School.

Pass List—

Blumenberg, C. B., (D); U Wai-tak, (D); Joseph, F. A., (P); Ahwee A., (Q); Along, A., (Q); Alaraki, C., (Q); Ford, W. F., (Q); Hung In-chi, (Q); U Hang-tok, (Q); Walling, H., (Q).

Over Age—

Arnold, E. L. G., (D); Moyhing, A. E., (D); Curram, C. Y., (Q); Hung In-kuong, (Q); Lee, W. H., (Q); Pang Kwok-sui, (Q).

GIRLS.

Senior—

Joseph, J. F., AA (P).

Preliminary—

Silas, L. M., (P).

D. Diocesan School; J. S. Joseph's School; P. Private tuition; Q. Queen's College.

H. Schoen, lately agent for Messrs. Carlowitz & Co., has been arrested at Saigon on a charge of embezzling about \$2,500 belonging to that firm. It is alleged that Schoen absconded from Hongkong after collecting the money on behalf of Messrs. Carlowitz. Arrangements are being made for his extradition.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 10th December.

AN UNFORTUNATE CHANGE.

Li Ka-cheuk, Acting Magistrate in Sun Tak district, is to be transferred to Yam Chow in the prefecture of Lim Chow, Kwangtung, and Wong Sung will be reinstated in his former place. Li is friendly to foreigners, while Wong is anti-foreign. During the anti-Christian agitation in Sun Tak, Li Ka-cheuk has been doing a good deal for the Christians and saved many a life, for which he has been rewarded with a medal by the French government. Ever since he took up the acting appointment of the Sun Tak Magistrate no complaint has been made against him. It is a great pity that he is to be transferred, for Sun Tak is a very important mart for foreign commerce.

ONE EFFECT OF MR. EVANS'S DEATH.

Since the attack upon the late Mr. Evans the river route from Bogue Forts to Canton has been divided into five sections, each section being watched by a Chinese gunboat or torpedo-boat.

A MILITARY APPOINTMENT.

Chen Ping-chik has been appointed General of the native levies in Canton, with full powers to shift about the "braves," and to increase or diminish their numbers as he likes. He is said to be a trustworthy Chinese official.

AN USEFUL "BATTLESHIP."

Li-chou, the Admiral on the Canton river, is a well-to-do man, and is very fond of showing it. Lately he has bought a flower-boat to turn into a battleship for cruising about the river and creeks to catch pirates. The boat is very gorgeously fitted up and newly painted. She has a paddle-wheel at her stern and another poop added to her for the accommodation of Li's soldiers and servants, while the saloon is used for the entertainment of guests. The boat is too heavy; so that once when she was taken in tow by a steam-launch to Sewkwan she was very nearly capsized. She now remains at anchor beside the Hoichu fort.

ALL'S WELL THAT ENDS WELL.

About two months ago a certain Chinese merchant shipped a large quantity of paper from the West and North Rivers to Canton to the value of over one hundred thousand taels. On the boat passing West River she was attacked by pirates. It happened that a mandarin boat was cruising near, which succeeded in driving the pirates away. The soldiers took possession of the paper and refused to give it up, saying that it was taken in reprisals against the pirates. The merchant came to Canton and asked a certain German firm in Shameen to take up the case for him, through whose intervention he has now got back his goods. A few days ago just as the price of paper was rising, he sold his stock at good profit.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 12th December.

"PAUL DOUMER" ASHORE.

The steamer *Heungshan* was detained at Macao this morning owing to the gunboat *Diu* being anchored in the channel at the entrance of the river. The s.s. *Paul Doumer* went on shore off Barro Point in trying to clear the *Diu*, and as the tide was falling with strong N.W. wind blowing she will probably remain there till next high water. The detention of the *Heungshan* was most inconvenient, as she was under contract to tow a large junk with a consignment of opium out to the s.s. *Empire*, a distance of 10 miles off and also in having a great number of passengers all anxious to get to their destination. The matter of obstruction in the Channel was, as I am informed, duly reported by the Captain of the *Heungshan* through the Company's agent to the Harbour Master, but no action has been taken to clear the Channel. Considering the very shallow state of the harbour and its approaches, surely all facilities should be given to vessels

trading to the port and not allow dangerous obstructions to be placed in the way unnecessarily.

THE "ZAIRE."

The gunboat *Zaire* leaves for India on Sunday, 14th inst.

COREA.

[FROM A JAPANESE CORRESPONDENT.]

Mokpo, 25th November.

JAPAN'S MISSION.

The student of Eastern history knows the Koreans as a valiant people, strong in their determination to resist foreign invasion; not, as now, as a pusillanimous nation. Yet even to-day the flower of the Korean youth, when unaffected by the national vices, is at once clever and of noble character. Speaking from an experience of many Korean pupils I am glad to acknowledge that they are no less intelligent than the Japanese, and I am firmly convinced that the Koreans would not have been the people they now are had they not been crushed down by misgovernment and official corruption. A reform of Korean national life, in every department, is a matter of pressing importance. At present, even to take a boy through school to university requires some fifteen years and nearly \$2,000. It will be seen that to educate the ten millions of Koreans, so that they may become reliable neighbours and a nation strong in themselves, will require many years and a great deal of money. The mission must be the work of Japan, Korea's elder sister. To educate the young men, to lend the necessary capital, to construct railways, to open mines, to improve the state of agriculture, etc., these are the duty of the Japanese. The great blunder of some opinionated diplomatists in the past has been that they attempted to gain the Korean court and officials by intrigue and stratagem.

WEIHAIWEI.

MINING OPERATIONS.

Ever since the British authorities took over Weihaiwei from the Japanese, gold-bearing deposits have been known to exist. Several local syndicates sent prospectors to locate claims, and various mining engineers with American and Australian experience reported most favourably on certain properties. Whilst the territory remained under military rule, mining if not actually discouraged was certainly not encouraged by the authorities, but in spite of this several companies continued their investigations, and at considerable expense and trouble acquired mining and prospecting rights over the most promising areas. Since Mr. Lockhart's appointment as Commissioner things have moved rapidly, and mining regulations have now been drawn up based on those in use in the British Colonies. During the past two years of forced inactivity a number of engineers have been investigating the various mines, sampling them, and laying out plans for their future development. We understand that an amalgamation of interests has been arranged between two of the companies most largely interested and that mining operations will be commenced early next year.—*Shanghai Mercury*.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE RIDER-MAIN SYSTEM.

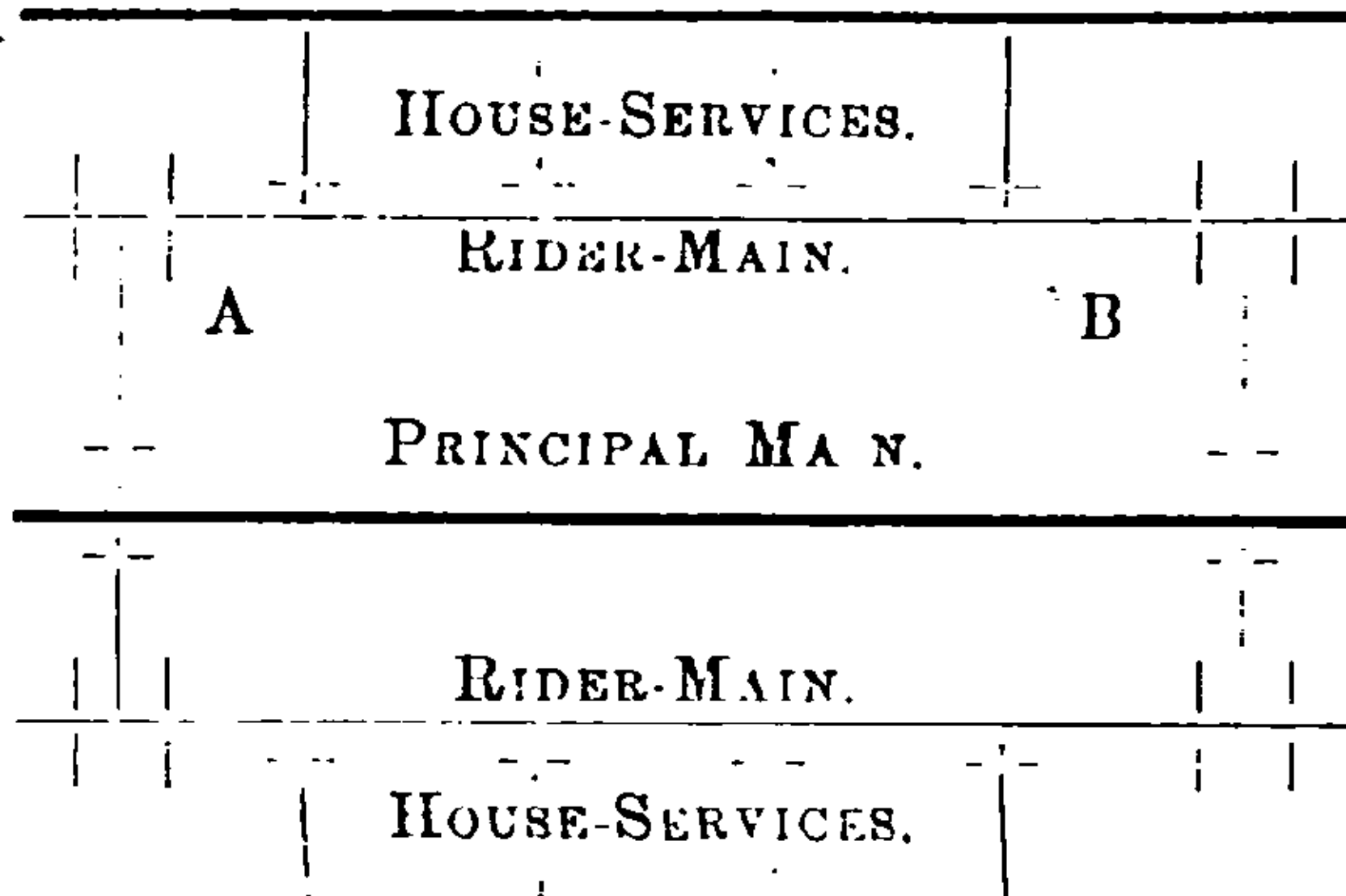
TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 8th December.

SIR,—I have read with keen interest the letter which appeared in your issue of Friday morning last under the heading of "The Rider-main Danger" and signed "Aquarius." Your correspondent very rightly introduces the subject as one of vital interest to the inhabitants of this Colony, and, as he appears to be very sincere in his dealing I think it is only right to place before him, and the public, the facts respecting the claims of this rider-main system as given in Mr. Chadwick's Preliminary Report on the Sanitation of Hongkong published in the *Government Gazette* of the 11th of April last, pages 570 and 571. With this object I should

feel obliged if you will kindly allow me space in the columns of your next issue.

EXTRACT FROM REPORT AND DIAGRAM

40. The following arrangement would greatly improve matters. At present house-services are connected directly to the street mains. I suggest that subsidiary mains, wrought iron pipes, of small diameter, should be laid parallel to the principal mains (rider-mains) on both sides of the street, thus:



The house services should be disconnected from the principal main, and connected to the rider-mains. In this way, the town would be divided into blocks of convenient size, the water supply to which could be turned on and off, independently, and in rotation. The water could be then turned on to, and shut off from, a large group of blocks in rotation. No. 1 block would receive water from 3 a.m. to 4 a.m., No. 2, 4 to 5, and so on. In short, the town would be supplied just as London was, when the intermittent system was in force. The principal mains would always be charged, under full pressure. No pollution could enter through open ball-hydrants—rather an important point, at the present moment especially.

41. I recommend this arrangement, not merely because it will improve and facilitate the management of an intermittent supply, and mitigate its evils, but also because it will be a permanent improvement. It will facilitate the shutting off of house services, because the valves on the rider-mains may be so arranged as to be practically inaccessible to unauthorised persons. Such is not the case with the house-service cocks now in use. It will greatly facilitate the application of the existing law, with regard to the prevention of waste. Arrangements may be made whereby the test meter may easily be applied when required. The detection of waste will also be facilitated. The inspector need only apply the "stethoscope" to one of the valves commanding the whole block. If there be no sound of flowing water, he can pass on to another block. He need only examine house by house if he finds symptoms of leakage within the given block. Lastly, it will be most advantageous, if the streets are asphalted, or otherwise improved. The rider-mains may be laid along the sidewalks, so that if a house-service requires renewal, the street surface need not be disturbed.

It will be plainly seen from the above that these rider-mains are to be of small dimensions and are also to be laid along the sidewalks, in which case, beyond the disconnecting of present existing services from the street-main, there need be no disruption of the streets whatever.

It will be seen also that the system in a thoroughly simple but practical manner greatly facilitates the detection of waste, and provides, through the block system, an equal distribution, which if only for one hour a day will always be sufficient for the inhabitants. Such a supply could easily be maintained all the year round.

Then again, the Report states that no pollution whatever can take place through open ball-hydrants—a very important point at the present moment and in epidemic seasons. It also points out that the new system will greatly mitigate the evils attendant on the existing intermittent supply system, and will be a permanent improvement. So much for the opinion of a qualified expert.

Your correspondent "Aquarius" in his letter says:—"In all that has been said or written, no attempt, so far as I am aware, has been made to point out the dangers of the rider-main scheme which seems likely to be forced upon us. . . . Rider-main is a good word and seems to have been lagged in to disguise the real

issue, which is free, unchecked water to the Chinese. . . . It is advocated in the interests of owners of Chinese tenements whose tenants demand water without metering. . . . and if this rider-main system is carried out Hongkong will soon be known throughout the East as the town of the six-months' water-supply. That does not appear to be a cheerful prospect for investors. . . . How many years will it take to complete this gigantic scheme and how about the pestilence which is likely to follow this sweeping disruption of the streets, to say nothing of the block and congestion of traffic?"

From the extracts given above it is quite clear that your correspondent has not taken the trouble to make himself sufficiently acquainted with the subject as dealt with in Mr. Chadwick's report before writing, as he has done in his lengthy contribution, as all his statements would appear to misrepresent the true facts of the case.

I notice also, Mr. Editor, in your leader of the 6th, that you have quoted from a Report made by Mr. Chadwick some eight years ago: "the well known evils of this vicious system of distribution." The expert was then reporting on the system of that day, which was identically the same as we have with us here to-day—the existing intermittent system—when he wrote:—(1) The entrance of foul air, foul liquids, and possibly disease germs into the public water-mains. (2) The growth of fungoids and corrosion of the pipes. (3) The undue wear and tear of the distribution system. (4) The difficulty of equitable distribution of water throughout the water-works area. (5) The waste of water. (6) The failure to provide efficient fire service." All this, I repeat, was said of the then existing system which was identical, in every respect, with what we have here to-day.

Now, the rider-main system, according to the first Report quoted from the *Government Gazette* of the 11th April last, is to dispose of all these evils.

As to the speculative theory in which "Aquarius" indulges, when he suggests that "Hongkong will soon be known throughout the East as the town of the six-months' water-supply." To scout such an erroneous idea, I venture to give another extract from a further Report of Mr. Chadwick dated the 18th April last:—"I find that during the water-year 1901-2 an average daily supply was given from Tytam from April to October inclusive, at the rate of 2,400,000 gallons per day, under constant supply: for the remainder of the year, the average rate of supply was 1,500,000 gallons per day—so that about 1,000,000 gallons extra per day would have maintained the constant supply for the whole year." And he further says:—"During the exceptional drought of 191-2 the stream below Tytam yielded at least 45,000,000 gallons between September and October, which would have been a valuable addition to the general water supply." It will thus be seen that had steps been taken earlier to conserve below the present Tytam dam there was sufficient water to keep up the constant supply, even during the most exceptional drought which the Colony has experienced. Steps are now under way to accomplish this.

With the introduction of the rider-main system, which is to regulate the supply for at least the one hour per day from block to block of houses in rotation, it is obvious that should another drought overtake us the present storage capacity would prove ample for our needs, and Hongkong would never be known as "the town of the six months' water-supply."

That the rider-main system is not advocated solely for the interests of Chinese landowners, as suggested by "Aquarius," must also be quite apparent when, for every house owned, a contribution averaging about \$100 for the installation of the system will have to be paid down; and the only hope of getting back any of this cash contribution rests on the chance of a possible increase of rent, which, at most, will not amount to more than from 25 cents to 50 cents per flat per month. Here supply and demand comes in; so that there will be a possibility of landlords not being able to recoup themselves for a long time. The landlords are studying the economic as well as humane side of the question, and with this disinterested motive, as well as from a sanitary point of view, they think they are serving the best interests of this Colony.

Then again, according to one of the most important Laws relating to Public Health in force in London (54 and 55 Vic. Chap. 76), which reads as follows:—

48. An occupied house without a proper and sufficient supply of water shall be a nuisance liable to be dealt with summarily under this Act, and if it be a dwelling-house, shall be deemed unfit for human habitation.

It is clearly proved that any house, without water being supplied through an efficient service, must be condemned as unfit for human habitation.

The meter-system so strongly supported by "AQUARIUS" for Chinese tenement-houses has been most carefully considered by all who are likely to be affected by it, and it has been pronounced as absolutely impracticable, for the following reasons:—

1. As the occupants of Chinese tenement-houses are migratory, changing about from month to month, there would be great difficulty in collecting the dues for meter-rent and the extra consumption of water.

2. Should one meter only be fixed in every house, this difficulty of collecting would be very greatly increased, as a tenement house may sometimes contain from twenty to thirty tenants.

3. If a meter were to be fixed on every flat, the cost to the Government for meters only would be over a million dollars, besides the service necessary for a regular inspection and the constant repairs.

The reasons, I think, speak for themselves; they are muscular ones. And, as the owners of property are to be looked upon by the Government for all these dues, it is not likely many of them will avail themselves of this troublesome water-meter system.

On the other hand, if the Government are prepared to undertake the risk of dealing direct with the Chinese tenants, the landlords will be only too pleased to see the "AQUARIUS" suggestion adopted and thereby save their \$500,000 contribution to the rider-main scheme, which, I may here state, is only intended in blocks of houses situated on the lower levels. Houses at the Peak and on the upper roads cannot be brought into this scheme on account of their isolated positions.—Yours, etc.,

AHMET RUMJAHN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th December.

SIR,—In my letter of the 3rd instant I said that under the rider-main system we would have a short supply for half the year, which is equivalent to saying we would have a full supply for the other half. This was misleading. It is true we had a full supply for something over five months this year, say from some time in May until the end of October, but we cannot count on a season like the last once in ten years. Tytam overflowed early in June, and Pokfulam in May; but ordinarily Tytam does not fill before the end of September, and too often it does not fill at all. This, then, is how the rider-main system would most probably work out. When the reservoirs were overflowing water would be turned on full, but the moment the overflow ceased this, owing to Chinese waste, would be no longer safe and the intermittent supply would step in. The Government would take no chance on having to import water from Kowloon as last season. The intermittent supply in the residential districts means an hour and a half per day, and in the more favoured Chinese localities, say four hours. We might therefore reasonably count on a full supply from the middle of September to the end of October, if we were lucky, and an hour and a half for the balance of the year. The reservoirs under construction may in time be counted on to relieve the situation somewhat, but it will be some years before the big one is ready, and while that would have an independent catchment area, yet it must depend for filling largely on the overflow from Tytam. In years when Tytam is only three quarters full it would be interesting to learn the Government estimate of the accumulation at Tytam Tuk.

But what must strike any impartial observer is the colossal impudence of the whole affair; the superhuman nerve of the proposition! Just think of it for a moment. The Europeans are metered to prevent excessive use, and waste

of water. They recognise it as a fair thing and don't complain. If they waste, the meter shows it, and their supply is liable to be cut off. But John Chinaman, who never knew a public water service of any kind in his own country calmly says: "I must have water and I have an abiding horror of the meter. I must be allowed to waste what I like; that is old custom. I don't care if the Europeans are wasters or not; that is not my pidgin. I want water and I don't want anybody to measure it." If that proposition is astounding, what may we ask, is the peculiar form that "Chinese loyalty" has taken on this occasion to gain the powerful support of the Executive? What, I wonder, would the Hon. Dr. Ho Kai say if it were proposed to give the Europeans an unmetered supply, and meter it to the Chinese? What answer would the Governor make to that proposition? And yet everybody must know that if a short supply were dependent alone on European waste the mains would be full always. The question is forced upon us, are the European taxpayers entitled to any consideration? Is this Colony run purely in the interests of the Chinese? Are we to lose our birthright for a mess of potash, and be led around by the nose like a tin duck swimming after a man not? That is the question.—Yours, etc.,

AQUARIUS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th December.

SIR,—In my remarks on the all-engrossing water topic, kindly allow me to disclaim any intention of injuring the Chinese. I have no desire to give offence or inflict hardship on any portion of the community. On the other hand I am no philanthropist; mine is purely a selfish motive. I simply do not relish the prospect of being on a short allowance for all time to come. Every householder knows how difficult a thing it is to prevent waste by Chinese servants in his own family, even in times of direct drought; and these servants are trained in a manner to European methods. If a twenty-four hours' supply were turned on in Chinatown it would take three men to look after each tap. This would give them eight hours each of unremitting watchfulness. The gentleman who writes over the quaint *nom de plume* of "Rumjahn" is a writer of rare and enviable brilliancy, and I have much pleasure in quoting what I take to be his strongest point in the prevention of waste under the rider-main, or intermittent system. When the water is turned through the rider for the use of the tenants, along comes the inspector; he applies his stethoscope to detect the "sound of running water." He finds them using it and promptly turns off the whole "block"—say an acre or two. If he doesn't wish to be arbitrary he can go through the whole block and find out, if he can, who was running it at the time he applied the stethoscope. Unmetered water to the Chinese means waste, and waste means famine.—Yours, etc.,

AQUARIUS.

CHINA TRADERS' INSURANCE CO., LD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd December.

SIR,—I am a shareholder in the above Company, and I have read with interest your report of the annual meeting held on the 25th ult. I was unable to be present at the meeting or I should have protested against the distribution of the profits of the Company in the way the directors have thought fit to divide them. The shareholders who are non-contributors of business only get a dividend of \$4—which absorbs \$96,000. The invested funds of the Company, which belong to the shareholders, bring in interest amounting to \$110,000; and it seems to me that the shareholders, who run all the risks of the business, should certainly receive the whole of that money. Instead of that the directors see fit to use some \$14,000 of such funds for the running expenses of the Company or for distribution to the contributors. The principle of giving a return to contributors is sound and one of which all shareholders must approve, but it appears to me the directors do not give sufficient thought as to what that return should be. The shareholders would be much better off if they decided to liquidate the Company and divide the assets among themselves. They could invest the proceeds to bring

in a much better return than they are now getting. I recommend this scheme for the consideration of those interested, during the coming year. Thanking you for the insertion of this and enclosing my card.—Yours, etc.,

A DISSATISFIED SHAREHOLDER.

"BEACHCOMBERS."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th December.

SIR,—I have read with alarm your admirable article in to-day's issue on the subject of beach-combers, and sincerely wish that it may lead to some practical steps being taken by the Government to check the ever-increasing evils which inevitably follow the arrival of such men.

Hongkong is fast becoming, and if nothing effectual be done, will soon become the dumping ground for the destitute and undeserving from Manila and from all parts of the Far East. Can no drastic measures be taken to avert this imminent calamity? Surely it is within the power and ability of the local authorities to devise effectual ways and means to put an immediate stop to this evil.—Yours, etc.,

CONSERVATIVE.

HONGKONG AND WHAMPOA DOCK CO., LD.

THE NEW DOCK SCHEME.

A meeting of the shareholders in the Hongkong and Whampoa Dock Co., Ltd., was held on the 8th inst. in the City Hall to consider the proposal of the directors for the construction of a new large dock at Hung Hom. Mr. D. E. Brown, chairman, presided, and there were also present Messrs. N. A. Siebs, Hon. C. W. Dickson, J. H. Lewis, G. H. Medhurst, C. Michelau, E. Goetz, W. B. Dixon, Chief Manager (Directors), G. A. Caldwell (Acting Secretary), C. Ahmed, G. C. Anderson, A. F. Arculli, A. K. E. Arculli, O. E. Arculli, M. E. Asger, G. Balloch, G. M. Bain, B. J. Barlow, A. Becker, R. Becker, J. W. Bolles, H. F. Carmichael, G. de Champeaux, Chan Kwan Hung, Chan Tak Shing, Chan Tsz Ching, Chan Shok Ku, Chan Siu Ki, Chui Siu Nam, W. A. C. Cruickshank, W. Danby, E. I. Ellis, I. E. Ellis, H. M. S. H. Esmail, Noel Geo. Evan, J. S. Ezekiel, R. M. Ezekiel, E. Ezra, Fok Lan Ching, Fok Yiu Shek, J. McGregor Forbes, J. A. Fredericks, Fung Mak Heung, C. W. Georg, E. Georg, E. J. Grist, A. R. Gubbay, A. S. Gubbay, C. S. Gubbay, D. S. Gubbay, C. E. A. Hance, David Haskell, John Hastings, E. A. Hewett, E. H. Hinds, I. O. Hook, I. O. Kom Tong, J. L. Houston, John A. Jupp, W. M. Humphreys, E. Howard, J. H. Jesson, E. S. Joseph, S. A. Joseph, E. J. Judah, F. Kiene, Lam Kin Fan, J. J. Leiria, Leung Lui Chiu, D. Law, Leung Tit Shan, Li Cheong Pung, Li Oi Ting, Li Sui Sang, Li Yik Sun, Ling Chu Sun, Lo Cheung Ip, Lo Cheung Shiu, Lum Muisang, F. Maitland, Donald Macdonald, J. P. Madar, W. F. McIntosh, H. A. Meyer, J. R. Michael, M. Michael, M. H. Michael, S. H. Michael, S. J. Michael, R. Mitchell, R. H. B. Mitchell, E. J. Moses, S. E. Moses, A. R. Marty, H. M. H. Nomazee, W. Parlare, G. W. C. Pemberton, J. C. Peter, Pun Chee Ting, H. E. Pollock (K.C.), W. H. Purcell, W. E. Pucher, E. H. Ray, A. J. Raymond, T. H. Reid, J. C. dos Remedios, Dr. Alexander Reunie, C. W. Richards, A. Ritchie, A. Rodger, C. H. Rogge, E. W. Rutter, M. S. Sassoon, C. S. Sharp, A. Sharp, A. W. Schellhaas, A. H. M. da Silva, A. H. Skilton, M. W. Slade, E. A. Snewin, G. Stohm Stewart, Otto Struckmeyer, A. G. Stokes, A. M. L. Soares, C. H. Thompson, R. Unsworth, W. M. Watson, W. H. Wickham, W. G. Winterburn, P. Witkowski, Wong Cheek Kue, Wong Kin Pak, Wong King Him, Wong Lai Yuen, Wong Leung Him, Wong Man Hon, Wong Qwan Pak, Wong Tso, Wong U Tio, H. C. Wilcox, and Yiu Ka.

The notice calling the meeting having been read

The CHAIRMAN said—Gentlemen, we have met to-day to discuss and decide upon the question of our acceptance or refusal of the Government's offer of a piece of land for a proposed extension of our docking facilities at Kowloon on the terms set forth in our circulars of September 22nd last and 3rd instant, and as these circulars

showing the result of our negotiations with the Government have been sent to all shareholders, I do not propose taking up your time to-day by repeating what is therein set forth, as you have no doubt fully considered same. The views of your directors and what we have been able to accomplish are stated therein, and while it may be thought that conditions have changed materially since the project originated several years ago, and that the delay which your directors are not responsible for may make it seem more difficult for us to finance the scheme now with the same outlook for a return than it did then, the conditions have really not changed in any way, unless in accentuating the necessity for a large dock capable of accommodating larger ships than then influenced us in advocating an extension of our docking facilities. The wisdom of our decision then in extending our premises so as to cope with the demands on us is demonstrated by what we have since accomplished in the gradual installation of modern for obsolete machinery, constructing new and larger shops, &c., and I have no hesitation in predicting that a continuance of that policy will bring us results that we will never regret. You will perhaps agree with me that at this stage of the proceedings the question for us to consider is the wisdom or otherwise of accepting the Government's offer of the land on the conditions set forth for the construction of our proposed dock rather than discuss beyond what is stated in our circulars the nature and details of the proposed dock. It may be well perhaps to draw your attention to the Government's modified terms as set forth in our circular of 3rd instant, extending the time for the payment of the land to two years and giving us eight years in which to complete the dock. Under these conditions (as we have it on expert authority that the dock can be completed in from three to three and a half years) we need not necessarily commence construction for between four and five years from this date and need only consider until then the financing of the purchase price of the land, and that spreads over two years. As to what changes will take place in the next five years in the way of a natural growth of the shipping trade in the East, I need only draw your attention to the expansion of the last five years; and I am not afraid of predicting that in the next five years we will see not only as large but a larger increase of tonnage and much larger ships trading to the East than we should be able to dock. It may be claimed that we could accommodate this increase both in number and size of the ships by lengthening our present No. 1 Dock, but as has already been pointed out, of the six dry-docks we possess there is only one that will take a ship drawing over 20 feet, and that the necessity for another and larger dock is not so much the matter of greater length but greater breadth and depth, as has already been demonstrated to us—unless we wish to see the large warships going past us to Japan to be docked. While the foregoing is serious, the most important point for us to provide for in the future is the uninterrupted docking throughout the year of the ships of our regular customers which we cannot at present guarantee, for the reason that should our No. 1 Dock be occupied by a ship needing extensive repairs below water, we have at present no alternative dock to carry on with. This difficulty has already faced us several times and has no doubt aggravated the demand for opposition docks here and elsewhere that will menace our position and revenue as long as we continue unable to meet the demands on us for work required. Now with regard to the necessity for the purchase of additional land for any necessary increase in our docking facilities, your directors on learning that alternative schemes for meeting the situation were suggested by various shareholders, employed Messrs. Houston & Kidd, Civil Engineers, at present constructing His Majesty's Naval Dock here, and experienced, as you may know, in the construction of modern docks and pier works, to survey and report on three proposed alternative sites for a new first-class dock, viz.: the first on the foreshore in front of the existing building slips at the west end of the Company's property. The second site suggested being between Nos. 1 and 2 Docks. The third site being the one shown on the plan accompanying our circular of September 22nd, and I can do no better perhaps than quote your views (in which your Board concurs), viz.:—

Site No. 1.—“It has the following disadvantages. A dock of sufficient length would project considerably into the bay, involving not only further negotiations with the Government but large reclamations to give access round the dock, which would interfere materially with your existing and increasing new shipbuilding business. The sea access is also not good, especially taking into consideration the large class of vessels which would naturally be appointed for this new dock. We cannot recommend this site.”

Site No. 2. (between Nos. 1 and 2 Docks).—“This must be rejected, as there is even now insufficient room for buildings and accessories for existing requirements. Another objection is that in order to get the required length for the dock the hill at the back would be required to be pierced at its greatest height [by Chief Manager—and the work of excavating and making the dock there would practically block No. 1 Dock].”

Site No. 3.—“Undoubtedly the only feasible site is that on the foreshore and promontory eastward of No. 1 Dock. The site is a somewhat expensive one, looked at merely from the point of view of building a dock, owing to the existence of the hill at the back, part of which must be removed to carry out the scheme. At the same time it offers many important and special advantages. It occupies the extremity of the Kowloon promontory with deep water and free access. Without doubt it is today the most valuable marine lot (that is for the purpose of a dock) in Hongkong. The cutting down of the hill will not only afford the site for the dock, but also provide a large additional area of land which can either be utilised for the extension of your own yard or for other profitable purposes. A large section of the level ground in the existing yard has been formed by cutting down the adjacent high cliffs, but at the cost of 15 to 20 times the value of natural level ground. (Gentlemen, I will now deal with the estimated cost of the scheme. The amount set forth is the cost of the new works (irrespective of land and interest) in our circular issued to shareholders dated 22nd September last, viz. \$1,800,000 was the result of a design and estimate prepared by the Company's staff, who displayed much ability in the execution of a task of a highly technical and special nature. It was in view, however, of the great importance of the question that the directors resolved to obtain a report from Messrs Houston and Kidd. After making the necessary investigations and surveys, these gentlemen have advised a length of 650 feet, but propose increasing the width and depth, and have provided for much larger area of level ground and a longer breakwater. They have also included an equipment of machinery of the highest class so as to enable the best results to be obtained in the working of the dock. Certain general items of expenditure, such as the cost of administration, &c., have been added, including a 10 per cent. margin for contingencies. Taking these additions into account, their estimate is nearly \$2,900,000, which they assure us will amply provide for the full completion of the new works in their entirety. It may fairly however be considered that the provision for levelling and reclaiming the entire area of the site, as demanded by the Government under clause 9, need not be carried out until the expansion of the Company's business renders it necessary, and probably the Government would consent to a reasonable modification of this condition, which, as it stands, seems unnecessarily burdensome. In that case the estimated cost of the works would be materially reduced without impairing the utility of the proposed scheme. Having now laid before you to the best of my ability the main outlines of the scheme, I venture to impress upon you the importance of acquiring this most valuable piece of land, but doubly valuable to this Company, adjoining as it does the Company's existing Kowloon establishment and affording the only possible site for that extension of the Company's operations upon which its future success must depend. The opportunity now offers for acquiring this site, and it is for you, gentlemen, to decide to-day as to whether we accept or reject the Government's offer, which only remains open to us until the 15th instant. It seems only reasonable to suppose, in view of the inevitable expansion of the shipping trade of Hongkong, that should this opportunity be missed, it will

probably never recur, since it must become apparent to others that a site affording as this does such a stretch of deep water frontage and other important advantages, must be highly valuable for any commercial enterprise. (Hear, hear.) Now, gentlemen, that is the gist of what I have come prepared to say to you in advocating that something that will be satisfactory to us all will be decided upon, and your Board has put that some scheme may be devised among us, after discussion of the matter, with only the Company's best interests in view, that will enable us to take the advantage we now have of meeting any opposition that may arise in future, not only here, but throughout the East, and with the other trading lines which terminate here, and that we will then be in a position in which we are covered for the next 20 or 25 years; and when the day comes, gentlemen, when we or our successors here, considering that the best interests of the Company may be served by a concentration of these docks, if the Colony is going to increase in trade as much as we are led to believe, from experience gained in the past I think, gentlemen, one is not optimistic in predicting that possibly industries, fostered by cheap labour and a low exchange, may be induced to open in Hongkong. Furthermore, gentlemen, if the Board were authorised to dispose of some of our outlying properties, it would enable us to concentrate our efforts on our Kowloon property. Concentration is one of the great adjuncts to cheap work—cheap and profitable work—and while, gentlemen, we have enjoyed a monopoly virtually of the trade for a great many years, and have been able to charge our own prices, to the annoyance of some of our customers, that day is not going to last, and we must provide in the future for cheap work. We have got to turn out our work more cheaply; we have to reduce our prices, to place ourselves in a position to do more work for less money, but with the same amount of profit to ourselves. Gentlemen, we can only do that by providing for the ultimate concentration of our efforts, and the object of my remarks to-day is to impress upon you the importance of coming to an arrangement that will place us in a position to do that. Now, gentlemen, we shall be glad to hear any remarks from shareholders present on the subject. (Applause.)

Mr. H. E. POLLOCK, K.C.—Mr. Chairman, I should like to ask you a question which has been suggested to me by a letter which recently appeared in the *China Mail* above the signature of Mr. Wicking. In that letter Mr. Wicking conjectured that No. 1 Dock had only been occupied on an average for 20 days in the month. I would like to know whether that is correct or not?

THE CHAIRMAN—Are there any other remarks?

Mr. W. PARLANE—Mr. Chairman, I think it would be well if you would lay before this meeting the estimated cost of lengthening No. 1 Dock, say 100 feet.

Captain G. C. ANDERSON—Mr. Chairman and gentlemen, during the last 20 years I have been in very close touch with the Hongkong and Whampoa Dock, and have seen a great deal of what has been going on there; and with reference to this proposal I have been trying to get at some reason why we should pay such an exorbitant rate to the Government for the site which is now proposed while there is ground in existence at Kowloon already, the property of the Company, where a dock could be made. (Applause.) The policy of the Government of this Colony seems to be one of those things which no one can understand. Why we should pay such exorbitant rates, saddled with such conditions, as have been put forward I for one fail to understand. Of course shareholders have not put their money into the shares of the Dock Company for the purpose of fancy schemes (applause), but to make an interest on their capital. Many of them are poor men who cannot afford to stand for five or six years out of their money, as will in all probability be the case if this scheme is carried. (Applause.)

Mr. J. R. MICHAEL—Mr. Chairman and gentlemen, the scheme of the proposed new dock, only the bare outline of which has been submitted to us for consideration and decision, has no doubt had the very careful consideration of at least some

of the members of the board of directors, and we cannot for a moment conceive that they can be all unanimously in favour of it, so wild, so Utopian, so positively ridiculous are some of the reasons set forth for the adoption of the scheme in the circular issued to shareholders dated 22nd September last. We shareholders wish to be loyal to our directors, and we have a right to expect them as the custodians of our common property to be equally loyal to us, but there are limits to this sense of loyalty, which would reach snapping point if a curb is not put to the apparent proclivities of some of the directors whose election many of us are now reluctantly compelled to view with many misgivings. (Applause.) The scheme as laid before us might commend itself to suppliers of building materials, or machinery, electrical or otherwise, but the more we study it the more it passes our understanding how it could be put before a commercial community like ours. In the scheme before us we are informed that the Company, on one occasion, asked the Admiralty to contribute £150,000 towards the construction of the proposed new dock when the cost was estimated at £175,000, and on another occasion £120,000, when the cost was estimated at £150,000, taking the exchange then roughly at \$10 to the £, and these proposals were made at a time when there was no idea of the Admiralty building a dock of their own, or of any opposition dock being built, and when our Company had practically a monopoly of the whole business. Now the situation is completely changed. The Admiralty are building their own docks, and a powerful competition, Butterfield and Swire's, is coming into existence. Their dock will not only be the largest in the world, but they will also have slips to accommodate vessels of 5 to 6 thousand tons. In the face of these facts, it is difficult to understand how the directors can consent to drop their request for the grant of £150,000 or £120,000 which they asked even in the heyday of the Company when it was enjoying a monopoly. We are astonished that the directors should for a moment entertain the absurd conditions which the Government annex to the sale of the land, or think of laying before the shareholders the scheme which we are now discussing. If when there was no opposition staring the Co. in the face, as is now the case, the directors did not feel justified in building a new dock, costing according to their own estimate £175,000 to £150,000 unless the Admiralty contributed £150,000 or £120,000 how can they now, without any contribution whatever, think of proposing to build a dock to cost double their former estimate? We are told that the site of our new dock will be more convenient and that other things being equal that fact may frequently turn the scale in our favour in our competition with the opposition dock. (Applause.) I don't think a more feeble argument has ever been put before the shareholders. The distance between the site of the proposed new dock and Butterfield and Swire's is about two miles across the water. Any steamer that can be towed into our dock, can be towed into Butterfield & Swire's, perhaps at an extra cost of \$20. Will this paltry saving prove a sufficient inducement for the shipowner to give our dock the preference? Of course, the board assumes that other things are equal—i.e., both docks offer to do the job for exactly the same amount—say \$50,000. If the shipowner can thus save \$20 by sending his boat to our dock, the directors think he will then certainly give us the preference. At least he ought to, if he doesn't. (Applause.) Equally feeble is the statement with regard to the approaches to the Cosmopolitan Dock, of which by the way, we have only now for the first time been informed. How many ships risk admission to this dock drawing 20 feet? And what of its having to be reached round Stonecutters' Island? Most ships we are accustomed to would be full or nearly full of a deadweight cargo when drawing 20 feet, and what prudent owner would dream of docking his ship, with so much weight on board? In exceptional cases have we not other docks to accommodate such customers? Is it necessary to go to the expense of millions of dollars to meet such requirements and to save the trifling cost of towage round Stonecutters' (which is much nearer than to Aberdeen Dock). We are further asked to look forward chiefly to the growth of the trade with China.

There are no special indications of such a growth. The volume of trade at present shows no signs of increase. Competition for the existing trade may increase, but it is safer to assume that there will be little or no expansion of trade for at all events some years to come. The ships that do the carrying business have been more numerous lately, but since the amount of business is much the same, and each line is cutting into other competing lines, the limit of this increase in ships will soon be reached, if it has not already been reached. And whatever this increase may be, we have been much more than able to cope with it. In fact, notwithstanding this increase, we have had and are having some very depressing seasons of slack business. The directors tell us that we have only one dock capable of taking in ships of large beam, and supply us with the number of battle-ships in the British Navy—26—as if they are all coming to be docked with us. What is the Admiralty dock being built for? And what are B. and S. docks—the largest in the world—to be used for? As regards ships of Mercantile Marine our No. 1 Dock can accommodate the largest afloat built for the Eastern trade. When a stray boat of a much larger size may happen to come into port and want some scraping and painting done to her bottom, in that case let Butterfield and Swire get the job. We have no need to compete for it. If shareholders would take the trouble of going into details and figures to find how our profits were made for the last ten years and more, they will see that as a general rule the larger the boats are the less we make on them as they only remain in dock for a couple of days' painting, while our income is chiefly derived from the smaller boats and coasting steamers. Besides, the big liners generally dock at their respective bases in America, Hamburg, Liverpool, or wherever else it may be. Take, for instance, the big Hamburg-American liners. They have been running for the past three years, and not one of them has once entered our docks. In a very sensible leading article that appeared in the *Daily Press* of the 18th August last the writer very tersely put the point I wish to impress on you to day, and I hope I may be permitted to use his language. He said:—"It is true that it is desirable to be thoroughly up to date, but if this can only be accomplished at such an enormous addition to the capital of the Company as to render the provision of such facilities a luxury that can never be made to pay as an investment, the wisdom of incurring such responsibility may well be doubted." I think he let the directors down very gently. I should say it is nothing but pure folly to incur such responsibility. To quote one sentence more from the same source. "It is useless to expect a continuance of the monopoly hitherto enjoyed; that will soon be a thing of the past, and rates will no doubt have to come down to some extent." I am sure, gentlemen, you realise that we must not reckon on the profits we were earning formerly when we had the monopoly and every ship was practically at our mercy. We have now to be prepared to cut down our charges. This we can do only when our position is strong as at present, unhampered with loans or with a heavy capital. We were told some time ago that there has sprung up a large demand for new vessels for coasting and inland river traffic which it is expected will increase enormously when the restriction imposed on it by the Chinese authorities are withdrawn. Our Company is well equipped for any demand that may be made upon it in this direction so that this branch of business may become a special source of revenue in the future working of the Hungghom establishment. We can see that it is certain to be a very lucrative business and has a great future before it: why then look to docking and chiefly painting the bottom of some stray leviathan boats from which we can never expect to be repaid for an outlay of millions? If an independent company were to start under existing circumstances and spend its millions on an enterprise of this kind, it is very clear it would not live long but soon go into liquidation. Why should our Dock Co., then, embark on such a venture? The area of the three establishments, i.e., 6 docks and 2 slips, on which we have been working steadily and cautiously for the last 35 years, is 60 acres. We are

now asked to buy in a single deal an extension of over 32 acres of rocks, hills, land, and water. Should we not first find out whether we are in a position strong enough to incur the enormous responsibility which it will entail? We have lately had several changes in the staff, and the former manager and sub-manager have been removed by death. Our present manager has, we know, had experience, but he has yet to gain local experience, which is extremely necessary, if not vital. I am led to make these remarks because we shareholders hear that the Company has been losing a good deal of business lately; that steamers which should have docked here have gone to Shanghai and other places and that that port and Japan recently secured the building of 23 gunboats for the American Government, who had previously been confining the orders practically to us. No information has been vouchsafed to us on these points. How it happens that we are losing ground; how it is that we have alienated such a good customer as the American Government; and how it is that Dock Co.'s so far away as Shanghai and Japan can manage to build those boats and we cannot? These are all legitimate matters for enquiry, and I maintain we ought to ponder well over them before launching into an expenditure of millions in order to enable us to compete for new work, that is at best occasional and uncertain. (Applause.) We are recommended by the directors to bid on the acquisition of the land on its own merits, and are warned that if we miss the opportunity it is probable that the Government will be able to dispose of this land for some industrial works, etc. We have, however, the stringent conditions of the Government before us, and I have no hesitation in saying that these would deter any capitalist from buying the land or even taking it as a gift. (Applause.) Besides the land is not suitable for any other purpose than that of a dock, and such a venture means simply ruin under the circumstances. The history of our Dock Co. teaches us a lesson which it will be useful to bear in mind to-day. In 1873 and 1874 we had very keen competition to face from Captain Sand's two slips and the Cosmopolitan Dock. The fight was a bitter one, but as the opposition was losing heavily, the Board of Directors was persuaded to continue the struggle with the result that these concerns were ultimately, in 1879-80, acquired on favourable terms by our Company. Now if we are so rash as to adopt this scheme and double or treble our capital to compete with Butterfield and Swire, our fate will inevitably be a similar one. Remember Butterfield and Swire's money does not cost them 6 per cent. Our Company will be the losing party and will ultimately be absorbed or extinguished. Our present position with our small capital is absolutely unassailable and we should be able to defy all competition without ever showing a loss. (Applause.) We now come to the very important subject of cost. It is approximately estimated in the scheme at two and a half millions after a period of four years. This is expressly given as approximate only. If you ask those with any experience of building—whether dock, houses, retaining walls, or anything else—one and all will tell you that the chances are ninety-nine in a hundred that the cost, as well as the period, will be at least quite as large again. Let us take a moderate view of the matter and say the new dock will cost 4 millions and will be finished in 5 years. The interest on an average outlay of \$80,000 per annum, whether borrowed from the bank or from debenture holders, will be as follows:—

On 8 lacs at 6 per cent. for 5 years	\$240,000
" 8 " " " 4 "	192,000
" 8 " " " 3 "	144,000
" 8 " " " 2 "	96,000
" 8 " " " 1 "	48,000
— 40 lacs	\$726,000

Thus when completed the dock will, on an average estimate and without reckoning compound interest, cost four and three-quarter millions—an amount very nearly double the capital of all our six docks on which we have been working for the last 35 years. This is a most gigantic enterprise for a little Colony like ours, with its capital-raising power so restricted, and the wildest speculative venture ever contemplated here seriously

by sane financiers. And yet this sum of four and three-quarter millions represents only the cost of building the new dock. The directors have not mentioned the cost of equipping it, which must amount to another million. And what about the sea-wall which we are told it would be necessary to build at a depth in one spot of 80 feet? I have reliable authority for saying that this wall will not cost less than a million and a half. What revenue can we expect from this enormous concern? To make it pay at all, it should yield at least 7 per cent. on the outlay, i.e., \$332,500 net per annum. Assuming the net profit to be 30 per cent. of the gross, the latter after deducting disbursements such as salaries, wages of workmen, insurance premia, Crown rents, &c., should amount to \$1,183,333 to give us a clean 7 per cent. on our capital per annum. Can we hope to make so much with this one dock on the few big boats that will drift into the harbour in a year and which we may succeed in wresting from Butterfield and Swire? Even if there were no other docks in the Colony and this one dock had the monopoly of the whole business of the place, a return of 7 per cent. on the money spent would be a dream impossible of realisation. The P. & O. Co. have a fleet of 37 boats, the largest of 11,000 tons such as the *Caledonia*, *Arabia*, *India*, and their length is only 476 feet. Our present dock can accommodate them one and all. We can likewise dock all the Messageries Maritimes, the German mail, the Austrian Lloyds', in fact all mail boats. As regards the supposed tendency to build larger ships, there is the case of the Hamburg-America boats. There is a rumour now that they are likely to be withdrawn from the line because they are found too large for the requirements of the Eastern trade. But even if they remain on this run, we can dock all their boats. However, as I have already said, they all do their docking at home. With this instance in our mind—the instance of a line of big steamers which have been running continuously for three years without giving us a single boat to dock, and without any chance of their doing so unless an accident should occur in the harbour—is it reasonable that we should build a new dock to accommodate imaginary leviathans that may visit this Colony in the future unless we have some subsidy or some guaranty of business from the owners? Of course, gentlemen, there are different ways of looking at this proposal to build a large new dock. To the shipowner and the shipping agent, it would be a very good thing indeed even if Hongkong were honey-combed with docks; because it would mean ready docking for their vessels at all times, cheaper rates, and as a result of the rivalry among the competing docks better lounges for business contributed. But the financier's, the shareholder's, or the investor's point of view is different. He is asked to put his money into this scheme. What return will he get for it? And what are the risks? These are questions which must be satisfactorily answered before he can give his consent. I have shown you that, at the most favourable estimate and on the assumption that this new dock would get all the big boats that might require docking, it is utterly absurd to expect even to get back the interest on our outlay. The labour difficulty must also be considered. When there are many docks, skilled labour will not be so plentiful and wages must rise. It will be necessary to teach and train new hands, and this will have to be done at the expense of the Company and will therefore be a dead loss, as the examples of the cotton mills here and in Shanghai can prove. And then plague may break out again. Imagine what the losses of the new dock would be if the men working there were to take fright and run away as they did on a small scale a couple of years ago. In our present position, we can look at all these risks without much fear. The danger to the opposition docks would be much greater than it can be to us. But if we yield to-day to a foolish fatal passion for expansion for merely the glory of possessing the largest, or about the largest dock in the world, we shall lose the present inestimable advantages attained by the slow growth of years, and pave the way either for the decadence or destruction of what is now justly regarded as one of the most flourishing concerns in Eastern Asia. Gentlemen, I have

done with this scheme and have no fear as to what would be the result of our discussion to-day. I only trust that should the directors again have any similarly important scheme in their minds they will, before carrying it into effect, give the shareholders the same opportunity to express their views on it, as we have had in the present instance. (Loud applause.)

Mr. H. E. POLLOCK—I asked a question, Mr. Chairman; can I get an answer now?

The CHAIRMAN—I propose to answer them all together.

Mr. POLLOCK—Then I have a few remarks to make, and I propose to make them just now. (Applause.) Mr. Michael has gone very ably into the financial position of this matter, and I think he has demonstrated to the satisfaction of all here present that by embarking upon this new scheme we shall be embarking upon what Captain Anderson calls a fancy scheme. (Applause.) That is to say, we shall be embarking on an undertaking which will involve doubling or perhaps more than doubling the capital of this Company without our being able readily to receive an adequate return for our money. Gentlemen, as shareholders of the Company, I take it that our business is to see that in the future as in the past we are in receipt of an adequate return for our money. We do not care for an advertisement to be put in large letters in the newspapers that we can dock the largest ship built in the whole world. Our business as shareholders is to get an adequate return for our money. (Applause.) And, gentlemen, it seems to me that there is absolutely no justification whatsoever for going into this wild scheme. It seems to me that we may fairly say that our Company is at the present moment in a very satisfactory position. The earnings for the last twelve months have not been so high as previous earnings, but we have obtained dividends amounting to \$16 for the last two periods of six months, and I think, gentlemen, we have no reason to complain of that result in view of the general slackness of business; and I think we may reasonably hope that in the course of time we shall have more fortunate years—more profitable years—than the past period of twelve months. I think there has been a general depression in trade during that period; we may say it has been a bad period for business generally; and I think that with care and good management we may look to a good return for our money in the future as we have had a good return in the past. The Chairman said, and I quite agree with him, that it is a very good maxim to concentrate one's business. Well, gentlemen, I quite agree with the Chairman. I think we should concentrate our attention upon the business we have got—a very good business indeed. (Applause.) I think it would be much better to concentrate our attention in that way and as Mr. Michael pointed out try to make the best of the material we have got in stock, looking about to see what ships we can build at a profit to ourselves and do our very best to improve the business we have got, instead of embarking upon a wild scheme which will involve a tremendous increase of our capital. I hope the shareholders will reject this scheme. (Applause.)

The CHAIRMAN—Are there any other remarks?

No other comment being offered,

The CHAIRMAN said—Gentlemen, there being no further remarks, I will endeavour to the best of my ability to answer the questions that have been put by various shareholders, although it is hardly to be expected that any chairman can on the spur of the moment answer all questions asked from such a large meeting as this. However, I have taken a great deal of trouble to go into this subject in its entirety and possibly I will be able to answer most of the questions. With regard to Mr. Pollock's enquiry, based on a statement made in the newspapers that No. 1 Dock is only occupied for 20 days in each month of the year, I may say that the information of the gentleman who made the statement given in that letter is absolutely incorrect. It is occupied a great deal more than 20 days—very much more.

Mr. POLLOCK—May I ask what is the average number of days a month?

The CHAIRMAN—I cannot give you that

now; in fact, I think any one will agree with me that you should have given notice of a question of that sort.

Mr. POLLOCK—I presume the directors read the papers.

The CHAIRMAN—I do not think we all do. (Laughter.)

Mr. POLLOCK—Well, I think you ought to. This was a statement by Mr. Wickham in an able letter, which went very fully into this question.

The CHAIRMAN—I am in a position to say that the information is incorrect and your board is satisfied that No. 1 Dock is the most valuable piece of property you have. (Hear, hear.) Regarding the next question by Mr. Parlange, he asked if I could give him the cost of lengthening No. 1 Dock. We have had several estimates, and from the aggregate of them the figure, as close as possible, is about \$200,000 and the work would take two and a half years to do. Now, with regard to Captain Anderson's contention that the Company now has sufficient land and a suitable site for any required extension of our docking facilities, I can only refer you to my speech, quoting the decision of practical engineers, who override any views which the directors may have; and that gives a practical tactical answer to your assertions. I think Mr. Michael made reference in his speech to the acquisition of the land now on terms to which we have not attached anything in the way of a subsidy from the Government. I was not on the board when these negotiations originated or when the scheme first came up; but I have since learned, from what I can gather, that the conditions attached at that time by the Government were so onerous and so burdensome that a new dock built under the demands laid down by the Government would practically not have enabled us to call it a commercial concern at all; and before the board would consent to these burdensome conditions they said, "Pay us a certain amount of money which will ensure to our shareholders a return on the money and then we will consent." That is the reason. What we want now is to acquire the land, and when we have built the dock, to build it on a commercial basis. That, I think and I hope, will probably answer the question as regards the changed conditions in our dealings with the Government. Mr. Lewis was on the board at that time, I think.

Mr. LEWIS—Yes, that is so.

The CHAIRMAN—Well, gentlemen, I will not detain you much longer. It was not my intention to go into details that could be considered afterwards if we decided to go ahead with the scheme; the details of the amount to be expended and how it would be expended could be made a matter for future consideration by the board. I would only like to question one little item in Mr. Michael's speech. I am glad that he agrees with me in one thing, that the Company to-day is very strong, and that our position is so strong that we could defy competition and carry on. My views on that subject are: the stronger the competition is the longer we can defy it; but you are not going to get the dividends in defying that competition that we are all so anxious to get, and the only means of continuing prosperously and fighting all competition is to place ourselves in a position to do work more quickly and more cheaply, and then we can fight competition. Now, gentlemen, I do not think there is anything further to be said unless some of the shareholders would suggest approaching the Government again for some modification of the terms. The question is a very important one. There are two sides to every question and both sides of this question are worthy of serious consideration. Both cannot be wrong and both cannot be right. Now, is the question to your minds serious enough to make up your minds upon it to-day for all time? Would you like to dispose of the question to-day and simply decline it or have you anything to suggest whereby the two schemes, for instance, might be considered a little longer, further views put forward, and possibly some compromise be arrived at whereby the future welfare of the Company will be safeguarded. If any shareholder in the body of the hall could suggest anything in the way of a compromise even if it involves an adjournment for a day or a couple of days I would be quite willing to adjourn the

meeting for a couple of days; but I would like the suggestion to come from the body of the hall as it is only with the best interests of the Company at heart that I am now anxious that the question should not be settled to day for all time.

Mr. J. R. MICHAEL—So far, we have discussed this very fully and I do not see the benefit of postponing this meeting. The whole scheme has been before us for months to think about. So far as I see, it is a fatal scheme. I do not suppose shareholders could object if the directors communicated with the Government and laid another feasible, favourable scheme before the shareholders. But so far this is a fatal scheme. The present proposition is quite fatal.

Mr. LEWIS—You must remember, Mr. Michael, that the dock will cost the same amount of money in any case.

Mr. MICHAEL—But you could give us another scheme that would be a good paying concern and an advantage to the Company.

Mr. S. J. MICHAEL—I think under the circumstances the best thing would be to drop the scheme altogether, because I believe most of the shareholders will not have anything to do with this scheme. (Applause.)

The CHAIRMAN—I do not know that there is anything for us to do, then, but to take the vote. Those in favour of the acquisition of the land on the terms set forth in our circulars and going ahead with the proposed extension of docking facilities at Kowloon will denote so by holding up their hands.

Ten hands were held up in favour of the scheme. All the others present voted against.

The CHAIRMAN, amid applause, announced that the scheme was defeated.

The meeting then dispersed.

THE DAIRY FARM CO., LD.

ANNUAL MEETING.

The sixth ordinary yearly meeting of shareholders in the above Company was held on the 8th inst. in the Company's depot, Wyndham Street. Mr. F. Maitland, chairman, presided, and there were also present Messrs. E. H. Hinds (Director), W. Hutton Potts, J. M. E. Machado, Ah Ying, S. A. Seth (secretary), and J. Walker (manager).

The notice calling the meeting having been read,

The CHAIRMAN said—Gentlemen, the report and accounts having been in your possession for some time, I will with your permission adopt the usual course and take them as read. During the period under review we have had to battle against a rather bad attack of rinderpest, the worst since 1896, but we again got over it without very serious loss to the Company. Still further precautions are now being taken to keep the dreaded disease from our farms. We have often thought that the pest was contracted through imported fodder, and as this is now cooked we hope it will have the effect of freeing us from the disease. Our receipts have increased to a considerable extent but so have our expenses, and during the year ended 31st July last we spent more than we earned in building four fine new cow-sheds and a dairy house at Pokfulam, including cost of a Pasteuriser and a steriliser from home, repairs and alterations to manager's house and new cattle. Doubtless we shall feel the benefit of this expenditure in the future but it is a question whether or no we have been extending on a little too large a scale for our small capital. But for the loss of cattle through rinderpest our death-rate has been small and at present our head is in splendid health. I would mention that during the past three years the following increases have taken place in cost of maintenance and cattle:—Food stuffs, 60 per cent.; wages, 3 per cent.; coolie-hire (cartage), 5 per cent.; cattle, 65 per cent.; but for the much larger turnover the Company could not well have been run except at a loss and the question of a rise in the price of milk is now under the consideration of your directors. There appears to be little chance of the cost of maintenance and cattle even being reduced to the normal prices of a few years ago, and it appears to your directors that we must meet the increase by charging more for our milk. I have the pleasure to inform you that all our milk is now Pasteurised. Our manager tells me that he is of opinion that the change has

improved the flavour of the milk and besides the process of Pasteurising will remove any chance, however small, of sickness from our milk. I have now to touch with much regret on the disappearance of our late secretary, Mr. R. P. Moffitt, who absconded early in October after embezzling the Company of a large sum of money. His defalcations to 31st July, 1902, amounted to \$5,731.26 and this sum has been written off profit and loss account. I am sorry that a sum of \$5,296.15 will also have to come out of next account making the large total of \$11,031.41 misappropriated funds. I can only say that he was thoroughly trusted by your directors and that he has deceived them. Immediately I discovered his disappearance I swore an affidavit for his arrest but unfortunately he had left Shanghai; he has however been arrested in America and the Government have taken up the case as a criminal offence and have applied to the United States authorities for his extradition. There is, I fear, no chance of getting any of the money back for he started to misappropriate the Company's cash eight months ago. Should any shareholder desire further particulars of his defalcations I have them before me and can either give them to the meeting or he can wait and inspect them after this meeting. We have engaged Mr. S. A. Seth as secretary, in place of Mr. Moffitt. Your directors desire to record that they have been very pleased with Mr. James Walker, our manager, for the zeal and attention he has shown to the Company's interests. In view of the great increase in the business of the Company, we engaged at home a Mr. Allan Stevenson to act as sub-manager and from the testimonials sent out we have every reason to believe that he is very well up in all dairy and farming matters. He is expected to arrive here early next year. Your directors trust that the division of the profits will meet with your approval and are sorry that the dividend has had to be reduced owing to Mr. Moffitt's defalcations. The policy of writing down our cattle and buildings and adding to reserve is a sound one and it must not be overlooked that our reserve is all in buildings, cattle, and stock. Before moving the adoption of the report and accounts I shall be glad to answer any questions to the best of my ability.

There being no questions.

The CHAIRMAN formally moved the adoption of the report and accounts.

Mr. MACHADO seconded, and the motion was agreed to.

Mr. MACHADO moved the re-election of Dr. Noble and Mr. Hinds as directors.

Mr. AH YING seconded, and the motion was agreed to.

The CHAIRMAN proposed the election of Mr. W. Hutton Potts as auditor.

Mr. MACHADO seconded, and the motion was agreed to.

The CHAIRMAN—That concludes the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready to-morrow.

NIPPON YUSEN KAISHA.

The following is the twenty-fifth report of the Nippon Yusen Kaisha (Japan Mail Steamship Company, Limited), presented to the shareholders at the half-yearly ordinary general meeting, held at Tokyo on the 25th November, 1902:—

The gross profits of the Company for the past half-year amount to 3,512,413.063 yen, out of which there has been paid:

	yen.
Depreciation of the Company's fleet and property	661,351.870
Insurance fund	154,913.090
Ships' structural repair fund	395,164.860
	1,210,448.780

leaving a balance of 3,011,141.148 yen, including 679,176.865 yen brought forward from the last account.

The directors now propose that 116,578.270 yen be added to the reserve fund, raising it to 1,672,923.696 yen; 800,000.000 yen to the fund for the extension of services and improvement of the fleet, bringing that amount to 2,000,000.000 yen; and that 71,358.110 yen be allowed as directors' and auditors' fees. From

the remainder the directors recommend a dividend at the rate of ten per cent., together with two per cent. as special dividend, thus making twelve per cent. per annum, which will absorb 1,320,000.000. The balance, 703,184.828 yen will be carried forward to the next account.

RENPEI KONDO,
Chairman.

Head Office, Tokyo, 25th November, 1902.

SUPREME COURT.

Friday, 12th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

LIPING v. CHUN TONG.

The plaintiff in this case claimed \$16,000 damages on account of the defendant having, it was alleged, taken away stones from the plaintiff's quarry at Matakok. Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. F. B. Deacon, solicitor), appeared for the plaintiff; and Mr. M. W. Slade, barrister-at-law (instructed by Mr. E. J. Grist, solicitor), for the defendant.

Mr. Sharp, K.C., in opening the case, said the plaintiff was a building contractor; so also was the defendant. Plaintiff was grantee from the Crown of the exclusive right to quarry granite upon the Crown lands at Matakok. During the months of January, February and to the 29th of March, 1901, the defendant committed a breach of this exclusive right of the plaintiff to quarry granite there. Defendant denied that he had quarried stone in the area leased by the plaintiff. The evidence would show that for a period of about 20 years—in fact, he thought more than double that period—the right of quarrying granite, as it was expressed in the Crown lease, had been leased yearly to an individual or individuals called the quarry farmer. This right comprised the small incidental right to remove any granite which had been already quarried during the year of the lease for one month succeeding that year, after the next farmer went in on his lease. That was to say, during the January of the succeeding year the old farmer was permitted to remove from the farm any granite already quarried up to 31st December. That right existed for one month. In the year 1900 and apparently for a few years before that year the defendant was the quarry farmer. For the year 1901 the plaintiff was the quarry farmer and during that year had the exclusive right to quarry granite. There could be no question, he took it, what the right to quarry granite meant.

His Lordship—The lease has one month—to the end of January—to remove material which has been quarried during the year?

Mr. Sharp replied in the affirmative. The right to quarry granite he took to mean blasting, excavating, or working it in any way within the farmed area or to take it away after it had been so worked. The plaintiff, he thought, was entitled to damages for the infringement by anybody—in this case by the defendant—of his exclusive right. Of this title to damages the defendant should be peculiarly aware as he had brought an action of a very similar nature against another poacher in 1897, which was decided ultimately by the Full Court. The system of working the farm appeared to be this: any purchaser, any builder, wanting granite went there and saw the quarry farmer or his foreman and the quarry farmer employed men himself to actually do the quarrying; also there were a number of so-called quarry masters who had apparently a customary right, which however the quarry farmer was not absolutely under obligation to respect, to work in the different quarries within the farm. At the option of the farmer, he worked the granite himself and supplied the purchaser or allowed the latter to go to one of those quarry masters, giving him a licence to obtain so much granite on payment of a royalty to himself by the master. The late farmer, he thought, during the later part of 1900 employed something like 300 or 400 men of his own to do actual quarrying work to supply stone under certain contracts between him and Messrs. Punchard, Lowther

& Co., who had very extensive works immediately north of the farm. These works were for various purposes, principally just now for the making of concrete. At the period in question the works were in course of construction, and for their construction defendant's contracts ran in the year 1900 and for the first half of 1901. Punched & Lowther required stone which might be divided into two classes—building stone and stone broken up for the purpose of making concrete. A large amount of work was done by the defendant under the contracts. For example two long trenches were cut, about 4 feet deep and 50 feet wide, practically the whole length of Lot 1,049 and these were filled up with concrete for the purpose of making strong foundations for the drying-beds for the immense blocks of concrete. Practically the whole of the lot, too, was surfaced to a depth of about 9 inches thick, also with concrete. Part of a bungalow also remained to be built, and for all these purposes as well as for building a railway embankment large quantities of stone were used. At the end of his 1900 lease defendant bid for the farm again, presumably for the purpose of carrying out his contracts, but the plaintiff over-bid him. They would prove that after 1st January, defendant, notwithstanding the expiry of his lease, went on employing practically the same number of men and did not stop work. He continued to quarry fresh stone, especially along the northern side of the farm, which side was the most convenient to the works. On 1st January, the plaintiff remonstrated with the defendant's foreman. On the 2nd, plaintiff actually forcibly stopped the defendant's work-people. Next day, however, they had resumed work, and plaintiff then found it necessary to take other steps to stop them. The poaching went on until the 12th, when the plaintiff complained to the P.W.D. Still it continued, and on the 25th plaintiff again went to P.W.D. and lodged a complaint. On the 26th Mr. King, the land bailiff, was sent down to inspect the place, and made the first of a series of visits to the farm. On the following day the defendant ceased blasting, although he continued to work off building stone in other ways. On 7th February a survey was made of the stone alleged to have been removed by the defendant. On 8th February plaintiff summoned the defendant at the Police Court; the case was heard on the 12th, and on the 13th the defendant ceased working this large building stone. However, the other poaching, which had been carried on to a very much greater extent, of granite for concrete, continued, and the evidence of the P.W.D. official would be that plaintiff made repeated complaints to them. On 2nd March plaintiff commenced proceedings in the Summary Court, but owing to the value of the stone being altogether too great for that Court, the proceedings had to be withdrawn. Then the present action was begun. On 11th March Mr. King paid his second visit, and in company with Mr. Gray of the P.W.D. inspected the place, and again on the 16th when he found practically the same poaching going on. On the 17th Mr. King sent for the defendant and warned him; two days later he visited the scene with Mr. Gray and found the situation unchanged. Then proceedings were again taken at the Police Court, and the effect of these proceedings seemed to have been that the poaching stopped on the 21st. The plaintiff claimed that a large quantity of stone was wrongfully taken away from the quarry to the works by the defendant. Evidence was taken, and the Court afterwards adjourned.

The following journalistic delegates arrived at Haiphong from France last week, to proceed to the Hanoi Exposition:—Mr. C. Halais, *Indépendance Belge*; Mr. Mille, *Temps*; Mr. Berthelot, *Gironde* and *Petite Gironde*; Mr. de Noirfontaine, *Soleil Illustré du Dimanche*; Mr. Gandolphe, *Liberté* and *Gaulois*; Mr. de Bernis, *Gazette de France*; Mr. Degay, *Lanterne* and *Petite République*; Mr. Créet, *Nouvelle Revue*; Mr. Seailles, *Européen* and *Revue des Sciences*; Mr. Lamson, *Dépêche Coloniale*; and Mr. Shillant of the *Presse*. They were met at Haiphong by Mr. Lafrique, on behalf of the Commissioner-General of the Exposition.

ENQUIRIES INTO COLLAPSES OF BUILDINGS.

SECOND STREET.

On the 5th inst., before Mr. F. A. Hazeland and a common jury, an official enquiry was opened into the circumstances attending the fatal house collapse at Nos. 10 and 12, Second Street, on the 2nd August last, when four Chinese met their deaths. Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Government.

The jury of three was made up as follows:—Messrs. C. W. Richards, C. P. Pintos, and J. H. Oxberry.

In his opening address, Mr. Bowley said the real question the jury would have to consider was whether anybody was to blame for the fall of the houses. No. 12, Second Street consisted of one story only, and the adjoining house, No. 10, of three stories; and it would be shown that the external wall of No. 10 fell on to No. 12 and carried it down into Wai On Lane, over which it was built. The accident happened between 5 and 6 p.m. on 2nd August, when eleven people were in No. 12, and it was assumed that two of the victims, who were not residents, were sheltering themselves from the heavy rain falling at the time. Of the eleven people mentioned, ten were precipitated into the lane, the eleventh, who was in the kitchen, which did not come down, escaping. Two were killed and the remainder more or less injured but not seriously. The dead body of one, a boy of 12, was found by the police, and one woman who was taken out alive died on the way to the hospital. At the time of the collapse a typhoon was passing the Colony. The wind began to rise in the afternoon, and at the time of the accident, according to the Observatory report, was blowing at 49 miles an hour. During the same period much rain also fell. But, continued Mr. Bowley, it would be shown that the force of the wind was not typhoon force and that the rain was not excessive. The history of the wall at No. 10 which collapsed was as follows:—The house was an old one, built in the sixties, and was originally of two stories. The year before last the owner, a Chinaman, had, under the sanitary laws, to open a backyard to the house, and he decided at the same time to increase the height of the house and make it a three-story one. Accordingly he arranged with two contractors, both Chinese and working in partnership as builders, to carry out the alterations. One of these contractors went to Messrs. Denison & Ram, architects, and instructed them to prepare plans. Messrs. Denison and Ram, the Crown Solicitor thought the jury would find, were not consulted in any way as to the advisability of making the alterations or as to the stability of the house. All they had to do was to prepare the plans in accordance with the Building Ordinance and submit them for approval to the Public Works Department. Messrs. Denison and Ram did that, and there their connection with the matter ended. On 14th November, Mr. Tooker, engineer in charge of work under the Building Ordinance, issued a permit for the work to be done, and it was taken in hand by the contractors. Mr. Crisp, inspector of buildings, arrived in the Colony on 9th November, 1900, and he would tell the jury that he had not sufficient time to inspect the house during the process of reconstruction. As a matter of fact, it would be shown that the work was carried out by the contractors without supervision or inspection by any European whatsoever.

Evidence of a formal nature having been called, Laurence Gibbs, civil engineer in the firm of Denison, Ram and Gibbs, was examined. He said that in October, 1900, the firm was instructed to prepare plans for alterations to some houses in Second and Third Streets, including No. 10, Second Street. Witness did not inspect this house before he prepared the plans; he was not instructed to inspect it. A Chinese clerk was sent to measure the work. On 8th August, on the instructions of In Cheong, building contractor, he went and inspected No. 10 to see how the place could be re-built, but he formed no opinion from that visit as to whether the work had been carried out according to the plans. He noticed a lot of bricks on the ground floor

of No. 10 and also that they had very little mortar attached. Had the work been well built, there should have been more mortar. There was nothing special about the quality of the bricks one way or another. Witness considered that if the wall had been properly constructed and the house shut up at the time of the typhoon, it would not have collapsed in the way it did. He did not think that the dimensions prescribed by the Building Ordinance for walls of that sort were sufficient; additional precautions might be taken by building piers at the end walls and by putting tie-rods at the roof and floor levels.

In Cheong, one of the two contractors, said \$8,100 was the contract price for making the alterations to the ten houses in Third and Second Streets, and his profit lay in the monthly wages he was to receive; he did not estimate how much those wages were to be. During the alterations to No. 10, the house had to be pulled down to the level of the first floor, and the old bricks, according to the terms of the contract, were used again. The younger brother of witness's partner, who was 26 or 27, superintended the work. Personally, witness did not examine the mortar used in No. 10, and could not say whether it was good or bad. The work, however, was carried out in accordance with the plan deposited. He visited the house twice with Mr. Gibbs—once before the alterations and once after the collapse. Mr. Gibbs measured the place.

By a juror—Witness actually saw Mr. Gibbs measure the building.

H. P. Tooker, executive engineer, Public Works Department, said the plan sent in by Messrs. Denison and Ram complied with the provisions of the Building Ordinance, and he made no amendment or alteration in it. He did not inspect the alterations during their progress; Mr. Crisp, under Section 75 of the Building Ordinance of 1889, was the officer deputed to act on behalf of the Surveyor General. Witness could not say whether anybody from the P.W.D. inspected the work during its progress. He inspected the scene of the collapse on 22nd August, and came to the conclusion that No. 10 fell first and on to the roof of No. 12, causing it also to collapse. The portion of No. 10 left standing was water-soaked by the rain that had fallen between the period of the collapse and witness's visit, but a careful examination showed the bricks and mortar to be good. The bonding of the brickwork was also good, so far as he could see. He examined, further, the ground floor of No. 10, and considered that it was sufficiently strong to support the additional structure put upon it; there were no signs of the sinking of the foundations or of the party wall between Nos. 10 and 12. There was nothing to show that the work had not been carried out in accordance with the plans. He attributed the collapse to the bad weather, and thought that the wind had got inside the house, which had been subjected to a series of typhoons up to 2nd August. The wind getting inside the house had forced the wall out.

On the 8th inst., the official enquiry was concluded.

Frederick George, Acting Director of the Observatory, was called to prove the nature of the weather on the day of the collapse, according to the returns made at the Observatory. In answer to Mr. Bowley, he said the average velocity of the wind between 5 and 6 p.m. on 2nd August was 43 miles an hour, and between 5.30 and 6.30 p.m., 49 miles an hour. That was not typhoon force; it was what witness would call a fresh gale. The minimum velocity that could be called typhoon force was 80 miles an hour. There were no typhoon gusts between 5 p.m. and 6.30 p.m. on 2nd August, and the direction of the wind was north-west by west.

Tam Kit Kee, the second of the contractors, said that until two years ago, when he left his employment as a Government foreman of roads, he had had no experience of building work. As to the alteration and reconstruction of the ten houses in Second and Third Streets, he personally was unacquainted with such work, but his partner, In Cheong, knew about it. In Cheong bought the materials, or at least most of them; witness bought very little. In Cheong also did most of the supervising, although witness inspected the work sometimes. He did not examine the

bricks and mortar that were used, for he did not understand such things; the only material he was acquainted with was road material. When witness and In Cheong started as contractors, the latter had no capital; but witness had \$100.

Percy Thomas Crisp, inspector of buildings, P.W.D., said he never at any time inspected the additions and alterations to the houses in Second Street, including No. 10.

Henry Ernest Yorke Higgard, assistant engineer, P.W.D., was recalled and said he visited Second Street on the day after the collapse. He examined the bricks, and found them to be blue, of fair quality. They were very inferior bricks though of fair quality for the blue bricks used here. The Hongkong blue brick was not a good brick. The mortar appeared to be fair considering that the work was old, but the bonding did not appear to be good. The wall was not sufficiently strong to stand the extra story, and witness would not have allowed it to be erected. As far as dimensions went, the work appeared to have been carried out in accordance with the plans, but the new work had not been substantially built and properly bonded. Bonding out here was never good under any circumstances, and Chinese bricklayers were not competent to build a proper wall without supervision. Witness did not agree with the theory that the wind got in at the back of the house and blew the wall out, as, from the direction in which it was blowing, the wind would strike the front corner of the house.

Alfred George Dymond, acting inspector of police, recalled, said that the whole time he and those with him were working at the debris the wind did not blow against the back of the house; the building was not exposed at the back.

Frederick Thomas Baines Hewitt, building surveyor attached to the Royal Engineers, said that on 28th August he made a careful examination of the houses at 10 and 12, Second Street, and again on 3rd September. From what he saw, he judged that the brickwork was not particularly good and not particularly bad. The bricks were blue bricks, the mortar was poor, and the whole was badly put together; the bonding was bad, especially at the corners. As to the situation of No. 10, it was very much protected at the back, and witness did not accept the theory that the wind got in at the back and blew the wall out. Had such a wall been properly built it would have been sufficiently strong to stand average weather.

This concluded the examination of witnesses, and Mr. Bowley summed up. Quoting the price that had been agreed upon between the owners and the two contractors for the work in connection with the ten houses in Second and Third Street, \$8,100, he said the sum spent on No. 10 must have been very small indeed. From the evidence it would be seen that the two contractors exercised no supervision at all over the work, and each had been extremely anxious to exonerate himself and lay the blame on the other. The jury had heard Mr. Tooker's theory that the wind got in at the back of the house and blew the wall out, but that theory, Mr. Bowley submitted, was entirely opposed to the evidence. That being so, they had to fall back on the theory that the wall was badly built, in support of which evidence had been given. The contractors, concluded Mr. Bowley, were guilty of gross negligence, and their negligence was the cause of the accident and the cause of the deaths of the deceased.

Having charged the jury, his Worship laid down for their consideration the following three questions—(1) What was the cause of the deaths of the deceased herein? (2) Were the deaths of the deceased the result of criminal negligence? (3) If so, what persons are guilty of such criminal negligence?

The jury, after an absence from Court, found that the deaths of the deceased were caused by the collapse of Nos. 10 and 12, Second Street, that their deaths were the result of criminal negligence, and that the two contractors, Tam Kit and In Cheong, were guilty of such criminal negligence. The following rider was added—"We are of opinion that the sooner the Public Works Department is placed in a position to attend to the construction and alteration

of buildings, the better will life be protected against the results of work done by unscrupulous, careless, or ignorant contractors."

Tam Kit and In Cheong were committed for trial.

PRAYA EAST.

On Friday afternoon, before Mr. F. A. Hazland and a common jury, an official enquiry was opened into the circumstances attending the fatal collapse at 45, Praya East, on 2nd August last, resulting in the death of thirteen Chinese. Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Government, Mr. H. W. Looker of the architects, Messrs. Leigh and Orange, and Mr. C. D. Wilkinson of the contractor, Mau Wo. Mr. A. S. Hooper watched the case on behalf of the owners, the Land Investment Company, of which he is secretary.

The jurymen were—Eduardo Pereira, Albrecht Wilhelm Schellhaas, and Thomas Foyan.

Mr. Bowley addressed the jury and asked them to dismiss from their minds any preconceived opinions they might have formed regarding the collapse. As to the house, it was a four-story one standing at the corner of Praya East and Nullah Lane, Wan-chai. On the night of the collapse the top floor was unoccupied, but the second, first and ground floors were, the last by a baker. There was a typhoon in the vicinity of the Colony on 2nd August last, and between 10 p.m. and 10.30 p.m. the wind, according to the instruments at the Observatory, had a maximum speed of 87 miles an hour. Immediately before the collapse, however, the wind dropped, and subsequently the storm passed away. Survivors of the accident would be called to show that the house was properly shut up before it fell, and that those inside were not taking much notice of the typhoon. About ten o'clock at night the occupants of the first floor noticed that water was coming through the ceiling, and sent up to make enquiries. Very soon afterwards the house suddenly fell upon them, and a witness would be called who would say that he heard no premonitory indications that the house was giving way—simply one crash like thunder, and then he was surrounded by ruins and rendered insensible. A military sergeant of police who had since joined the Hongkong Police Force was in the Praya East Hotel, about twenty or thirty yards from the place of the accident, at about ten o'clock, and when he and a companion came out at about ten minutes past ten there was no wind blowing and the rain had stopped, although only at that moment. Whilst standing on the pavement he heard a crash, and looking round in the direction of the noise he found that the top story of 45, Praya East had fallen into Stone Nullah Lane. He immediately gave the alarm to the police, and they commenced getting the people out of the adjoining houses. Whilst engaged in this work, and some five minutes after the first collapse, this witness would tell the jury that the second and first floors also collapsed, and that fire broke out in the ground floor. The police procured a hose and after half an hour's work the fire was subdued. During the progress of the fire there was a third collapse, that of the verandahs of the second and first floors, which fell into the Praya. Efforts were then concentrated in getting the unfortunate people out of the ruins, and that night the police recovered six bodies and a boy of 13, who died next day. On that day the work was continued, and six more bodies were taken out. What the jury had to do, continued Mr. Bowley, was to find out whether anybody was to blame for the accident, whether anybody was guilty of culpable negligence in discharging any duty that might have devolved upon him in respect of this house. The house was practically a new one, and with others adjoining was the property of the Hongkong Land Investment Company. The architects were Messrs. Leigh and Orange, one of the most responsible and experienced firms in the Colony, who invited tenders and drew up plans and specifications for the construction of 21 houses for the Land Investment Company. Ultimately a contract was entered into with a Chinaman who trades under the name of Mau Wo, and who has been a contractor in Hongkong for 25 years. Messrs.

Leigh and Orange also engaged on behalf of the owners two overseers, and in the carrying out of the work the architects were entrusted with its supervision and in seeing that it progressed in accordance with the plans and specifications. In dealing with the case, the jury would have to bear in mind that each person was responsible for his own branch of the work, and was not excused by the neglect of another. Most of the evidence in the case would turn probably upon the construction of the walls. The side wall was 66 feet in height, and the Ordinance required that such a wall should be 22 inches thick on the ground floor stories, 18 inches on the next two stories above, and 13½ inches on the top story. These were the minimum requirements of the law. The wall was 43 feet 11 inches long, without any return or cross wall. The Public Works Department had not taken the trouble to exercise discretion in any way by adding to the thickness of this wall, so it was to be assumed that the Department approved of it. The cost for the 27 houses was \$62,500, excluding certain extras. As to the materials, the jury would probably find that the bricks were good but that the mortar was poor. There had been a deviation from the plan, concluded the Crown Solicitor, and owing to this there had been formed a sort of recess in the wall into which the wind blew. If the houses had been constructed as originally planned that recess would not have been there and the wind could not have got into it.

Evidence of a formal nature having been taken, Augustus Shelton Hooper, secretary of the Land Investment & Agency Co., was called, and detailed the history of the houses and the nature of the contract. Mau Wo, the contractor, he had known off and on for ten years, and had always found him a good man for that class of work. The remuneration of the architects, Messrs. Leigh & Orange, who also supervised and superintended the work, was five per cent. on the total cost of the building. A man named Maher succeeded another called Broad as overseer; Maher was employed from April, 1900, till the completion of the houses, and had a salary of \$50 per month. Under the contract the houses were to be completed on 1st December, but they were not finished until a little later—in February. They were certified by the P.W.D. to have been built in accordance with the provisions of the Ordinance. Witness had no recollection of being consulted by the architects, during the progress of the work, with regard to any deviation from the plans deposited, but he had not the slightest doubt that it was brought to the notice of his Company.

The enquiry was subsequently adjourned till to-day at 2.15 p.m.

SPORTING NOTES.

(Daily Press, 6th December.)

Yet another undecided match took place on the Cricket Ground last Saturday, the cause being the usual late start. Hongkong evidently does its best to act up to the traditions of English cricket. The result was a most unsatisfactory draw, instead of a handsome victory for the Club over the Garrison. What there was of the day left for play was excellent for the batsmen, and the Garrison fielders had some lively times. The Club was indebted for its easy pre-eminence almost entirely to naval men. To-day a "sporting" match has been arranged between Longs and Shorts, the standard being 5 ft. 10 in. It is not true, I believe, that Broads v. Narrows will be contested next week.

On the football field, the Club's Association players come forward again to-day with a first team match against H.M.S. Ocean. The Rugby players have been more prominent so far, and last Saturday saw them appear in an excellent game, which was rather absurdly described in one of the evening papers on Monday last as "the first encounter this season" between the H.K.F.C. and the Navy. The official notices so far have described the majority of Rugby matches up to now as H.K.F.C. v. Navy. The only difference in the wording of the notice of Saturday's match was that it was

between the Club's 1st XV and the Navy. Few better played games have been seen of late in Hongkong! The Club team has distinctly advanced on its standard of 1901-02. A most marked improvement has occurred in the three-quarter line, which was very poor last year. A better man in this position than Graham could not well be wished for. Pearce, who is a more showy player, is also a tower of strength, but a little selfish. Jordan and Stephens on Saturday made plenty of openings for the men behind them, and with a good lot of forwards and a safe back the Rugby team looks as good as any we have seen here for some time.

The reported hitch in the joint Regatta arrangements appears to have been smoothed over—if it ever existed—and I hear that all arrangements have been completed amicably. A challenge has been sent to the English crew practising for the International, and this will occasion a preliminary race between two English crews to-day at 4 p.m. When I say English I am not quite correct, for Humphreys, who, until it was abandoned, stood for the Welsh crew, is in the challenging crew. How this inconsistency has been got round is not quite clear. However, the probable reason of the challenge looks to be not an honest wish to enter the best possible English crew, but to further some individual interests. All the crews at the Boat Club begin to show improvement, but the absence of so many of the rowing members of the Club is making itself felt, and it is found impossible to raise sufficient men to comply with the condition attaching to the Lusitano Cup, viz., that at least four crews must enter; and so the Boat Club has not entered for this race.

The conditions attached to the inter-club challenge race are raising some discussion. It seems that last year the V.R.C. challenged the B.C. to row in their Regatta in a race to be called the Challenge Race, each club to enter two crews: this was accordingly done, and the two crews put in by the Boat Club rowed home a long way in front of their adversaries, but so nearly equal that only a length divided them. This was of course a substantial victory, but what would be the verdict if one club were to put in one crew so good that it wins and the other so bad that it is last of all? Surely there can be no point in entering two crews from each club unless an average of the times is taken and victory awarded to the best average. There is a crew composed of R.G.A. men in practice, but as they put their work in earlier than the other crews I have only been able to catch glimpses of them; but from the little I have seen I am inclined to think that they will do well, and they certainly look fit.

The Hockey League Competition is to start next week and Mr. T. C. Gray is to be congratulated on having obtained twelve entries, five of which are naval, five military, while the Club will enter two teams. The Club's first XI has won its last four matches, and is playing very well together now, so it may have a chance of securing the Challenge Cup in its inaugural year. Out of eleven matches played before the competition begins five have been won, five lost, while one was drawn, so the team cannot be said to have disgraced itself. The Competition is to be run on League principles, i.e., two points for a win, one for a draw.

It is rather late in the day to congratulate Messrs. Wolfe, Barnes, Bosstow, Cooper, Gaskell, and Humphreys on their winning of medals in the six-a-side football competition this year; but I am glad to see the keenness with which Wolfe's team played suitably rewarded. As Dr. Atkinson said on Saturday, at the presentation of medals, these six-a-side matches are very useful in bringing out new blood and encouraging the younger players, and are instrumental in keeping the standard of the Club football up to the excellence it has attained of late years.

(Daily Press, 13th December.)

The training on the race-course is beginning to get interesting now that the drudgery of the slow work is over, and there is quite a crowd on the rails on Wednesdays and Saturdays, when the grass track is open. No really fast

work has been done yet, at all events by the walters, but no doubt some of the forward ones will be sent along in the course of the next week or two. The big race of the Meeting seems quite an open affair, and opinions vary considerably as to who is the owner of the lucky one. As far as I can gather, Colonel Hughes's (late Major Denny's) *Brilliant* is the most fancied, and not a bad selection either, for the animal has plenty of substance and is a compact, strong little horse and seems to move very true. I believe quite a big figure was given on the transfer of ownership, which shows that there are people who are not afraid of paying for a good horse in the Colony, and I wish Col. Hughes good luck in his bargain.

Major Langlands has a nice brown mare, with a lot of quality, and must be in the first flight. Mr. Rennie owns a bay mare which does her work very quietly and well and seems to be improving as fast as is possible: she is one to be reckoned with. Mr. Master has been very unlucky, as two in his stable have been on the sick list for some time now, and both of them were well forward in condition when they gave up work. I am sure everyone hopes that such a keen sportsman may be able to bring them out again shortly. Mr. Master has another in his stable which belongs to Mr. Morgan Phillips, but although I believe she is spoken of as "a possible," I can't fancy her, as she is all abroad when she gallops and doesn't seem to go at all kindly, besides which she lacks quality, which can't be dispensed with altogether. Mr. Hunter of the Bank has a very nice-looking pony, and may turn out another *Bay Road*—little and good. General Gascoigne's last year's luck has not stuck to him this year; but Mr. Cruickshank has had a lot of practice in bringing them to the post, and the General still has *Ivy*, who is looking wonderfully well and is in charge of the same gentleman, so that with last year's Derby winner and his own grey mare Mr. Cruickshank should account for some of the races not confined to griffins. Among the China police I fancy Mr. Balloch's to be as good a sort as most of them and Messrs. Lewis and White's combination stable is undoubtedly a strong one. Mr. Morris works very hard at his pair, and they are coming along nicely and Mr. MacDonald's slit-eared one looks as if he might do anything.

The Hongkong Regatta has come and gone and the Hongkong Boat Club and V.R.C. are to be congratulated heartily on the success of the entertainment and the racing. The Boat Club rather monopolised the prizes, but as the motto of all sportsmen is "May the best men win," I am sure no V.R.C. members grudge them their victories. The coxes, I notice, came in for the usual berating, but these light-weight gentlemen only suffer the usual fate attached to their post. Speaking from a fairly extensive acquaintance with rowing criticism, amateur and otherwise, I have known very few cases in which the losing cox was not blamed or in which it was thought necessary to praise the winning cox. Such is the invidious nature of the post.

The newly instituted Hockey Shield competition is on the eve of commencement. The Hockey Club's first match in it comes off on Thursday next, the 18th instant, when the team from H.M.S. *Glory* will be met.—A correspondent who wrote to me two weeks ago says:—"I am glad to find that the Ladies' Hockey Club took my advice and did not keep out the 'mere man.' I am sure they will gain by their decision. In the first match under their auspices this island of ours gained a signal success, the Kowloonites, who should have formed the opposition, not venturing to face Hongkong and the elements combined."

A correspondent writes to me to remonstrate against my statement that the Rugby football match on the 29th ult. was not the first encounter this season between the H.K.F.C. and the Navy. He points out that the Club's record of matches so far is:—

Nov. 14, v. Albion and Cressy	Drawn
Nov. 20, v. Cressy	Won
Nov. 22, v. The Navy	Drawn
Dec. 6, v. Ocean	Won

I am glad to publish my correspondent's correction and to acknowledge that the match a fortnight back was the first between the Club and the Navy. To-day the Rugbyists play another naval team, drawn from H.M.S. *Glory*. A very good side has been got together for the homesters. Jordan and Heath bid fair to make an excellent pair of halves, though it must be confessed that most naval teams are faster in this line. Hallett makes his debut among the Club three-quarters, in the place of Rutherford, and Boyd appears for Crake forward.

The S. Andrew's Stakes at Shanghai, usually held on the Saturday following the ball, were this year postponed for a week owing to the few entries received. The result on the 6th inst. was:—Mr. Ciro's *Dover Castle* (Mr. N. E. Moller), 1; Mr. Toog's *Snowqualmie* (Mr. E. U. Reid), 2; Mr. Donnachie's *Haggis* (Mr. P. Dietrich), 3.

OMPAX.

HONGKONG REGATTA.

Fairly favourable weather, if not blessed by sunshine, marked the opening on the 10th inst. of the annual two-days' regatta—the forty-fifth up till the present—promoted by the Victoria Recreation Club and the Hongkong Boat Club. H.E. the Governor, Sir H. A. Blake, G.C.M.G., was President of the regatta, and the other offices connected therewith were filled up as follows:—

Swards:—H.E. Major-General Sir W. Gascoigne, K.C.M.G.; Sir W. Meigh Goodman, Chief Justice; Dr. J. M. Atkinson, Mr. F. J. Badeley, Lieut.-Col. L. F. Brown, R.E., Col. W. Birdwood, 4th Bombay Infantry. Messrs. T. P. Cochran, G. de Champeaux, Hon. W. Chatham, Messrs. W. B. Dixon, E. G. Etz, Dr. O. Gunprecht, Messrs. F. A. Hazeland, E. A. Hewett, W. G. Humphreys, J. J. Leiria (Vice-Consul for Brazil), G. C. C. Master, H. M. Moly, E. Ormiston, H. E. Pollock, K.C., Commodore C. G. Robinson, R.N., Mr. A. G. Romano (Consul-General for Portugal), Hon. Commander R. Murray Rumey, R.N., Hon. R. Shewan, Dr. G. Bateson Wright, D.D., Lieut.-Col. H. Wylly, Sherwood Foresters, and Mr. M. A. A. Souza.

Committee:—Hon. F. H. May, C.M.G., Chairman; Mr. Thos. H. Reid, Vice-Chairman, V.R.C.; Mr. Basil H. Taylor, R.N., Vice-Chairman, H.K.B.C.; Messrs. W. Armstrong, W. S. Bailey, H. L. Bingay, P. C. Barlow, G. A. Caldwell, W. A. Crake, E. W. Carpenter, A. Denison, J. D. Danby, E. M. Hazeland, H. W. B. Kennett, M. McIvor, and G. Paprier.

Judges of the Rowing Races:—Messrs. E. W. Mitchell and A. Chipman, and Lieut. A. Cochran, R.N.

Umpires and Starters:—Starter (Rowing), Mr. W. Hutton Potts; Umpires (Rowing), Messrs. C. H. Grace and G. Stewart; Yacht and Open Sailing Boats, Mr. C. H. Gale.

Time-keeper:—Mr. Geo. P. Lammert.

Hon. Treasurer:—Mr. R. H. B. Mitchell, V.R.C.

Hon. Secretaries:—Messrs. Frank W. White, V.R.C., and C. H. Gale, H.K.B.C.

The arrangements in connection with the Regatta were marked by the thoroughness and attention to detail characterising the fixture in previous years. The sailing ship *Daylight* had been placed at the disposal of the Committee as a flagship by Captain Reade, and here till now was served the while selections were discussed by the band of the 33rd Burma Light Infantry. The flagship flew bunting aloft and fore and aft, and chairs were provided at vantage points for the numerous guests witnessing the Regatta. Nine rowing races and three sailing races comprised the day's programme, and provided enjoyable sport. It was regrettable, however, that owing to the unpunctuality of the competitors in some races in getting to the starting-point, it was found impossible to start the ninth race on the card, the Lusitano Cup, which will take place probably on Saturday. The Sculling Championship, open to amateurs in the East, should have been rowed to-day, but as the conditions looked favourable it was decided to finish the race at once. One unfortunate feature was the failure of crews to compete in the naval races. These are always interesting, and the apathy displayed in respect of them robbed the sports of an

appreciable part of their interest. The course was kept clear by the Water Police.

Appended are the results of the races:—

FIRST RACE.

LIGHT GIGS.—Open to European non-commissioned officers and men of any regiment or corps of the garrison or to European crews of any of H.M. vessels or to European members of the Police Force. Entrance, \$1. Distance, one mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per oar. Four boats must start for 2 prizes. 1st prize, \$15; 2nd prize, \$10 (post entries). Service oars and conditions.

Only one boat turned up for this event—from the Torpedo Depot—and when the crew had rowed over the course they were awarded the race.

SECOND RACE.

HONGKONG CHALLENGE CUP.—For four-oars. Cup presented by Hon. F. H. MAY, C.M.G. The Cup to become the property of the Club or unit of His Majesty's Forces which wins it 3 times in succession or 5 times in all. Amateur crews representative of any Amateur Rowing, Boating, Yachting or Aquatic Club in Hongkong or China, or of any portion of His Majesty's Naval or Military Forces stationed in Hongkong or China, to be eligible to compete. Distance, one mile and a half. Entrance, \$10.

HONGKONG BOAT CLUB.

1. ... Station No. 1—Green and White.

	st.	lbs.
Bow ... F. C. Barlow ...	10	0
2 ... G. E. Pappier ...	11	0
3 ... H. Brandes ...	11	3
Stroke ... W. O. Kohler ...	12	7
Cox ... J. Meier ...	10	0

HONGKONG BOAT CLUB.

2. ... Station No. 4—Green and White.

	st.	lbs.
Bow ... A. Telcke ...	10	11
2 ... G. H. Edwards ...	11	3
3 ... C. McL. Messer ...	12	7
Stroke ... H. L. Bingay ...	12	3
Cox ... R. P. Grant ...	10	0

VICTORIA RECREATION CLUB.

3. ... Rose.

Station No. 3.—White and Red.

	st.	lbs.
Bow ... J. Miller ...	10	11
2 ... A. A. Alves ...	11	6
3 ... W. Armstrong ...	13	6
Stroke ... C. E. A. Hance ...	11	11
Cox ... G. A. Caldwell ...	10	0

VICTORIA RECREATION CLUB.

Thistle.

Station No. 2.—White and Red.

	st.	lbs.
Bow ... F. D. Bain ...	9	12
2 ... R. Lapsley ...	11	4
3 ... A. Humphreys ...	11	6
Stroke ... A. E. Alves ...	11	11
Cox ... C. M. S. Alves ...	10	0

A good start, but it became at once evident that the two boats of the Hongkong Boat Club were the best manned. No. 2 fell off and was early out of the race. No. 3 was excellently steered by Caldwell, but was unable to take the lead from No. 1, which got in ahead nicely. Won by 1½ lengths.

Time, 10 min. 31 s. cs.

THIRD RACE.

HARBOUR POLICE.—Open to the Chinese members of the Harbour Police. To be rowed in the service boats. Distance, one mile. Entrance, 50 cents. First prize, \$10. Second prize, \$4. Three boats to start for two prizes.

- 1—Station No. 1, Boat No. 3, Water Police.
- 2—Station No. 3, Boat No. 2, Water Police.
- 3—Station No. 2, Boat No. 2, Water Police.

A fine start and a splendid race, the boats keeping bow and bow for nearly half the course. No. 1 and No. 3 then established a slight lead from No. 2, which appeared to be the heaviest of the three boats, and dropped out at the finish. No. 3 spurred when nearing the flagship, but had to be content with second place. Time, 10 min. Won by half a length.

FOURTH RACE.

TUE SCULLING.—(Club sculling boats.) Distance, half mile. Entrance \$1. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

- 1—H. S. Holmes.
- 2—R. C. Witchell.
- 3—J. M. Roza Pereira.
- 0—A. M. Roza Pereira Jr.

A farcical race, so far as the two Percira's were concerned. 'J. M.' had to be shouted at repeatedly from the starter's launch to keep his water and not run foul of Witchell, who lost ground in his endeavours to avoid a collision. A. M. steered an equally erratic course, but as he conducted his operations in open water no one but himself suffered. Holmes, who rowed well throughout, won by eight lengths. Time, 5 min. 56 secs.

FIFTH RACE.

GERMAN CUP.—Presented by the members of the Club Germania. For four oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. ... Boat No. 5.

Station No. 5.—Green and white.

	st.	lbs.
Bow ... A. Telcke ...	10	11
2 ... G. H. Edwards ...	11	3
3 ... W. Armstrong ...	13	6
Stroke ... H. L. Bingay, R.E. ...	12	3
Cox ... R. P. Grant ...	10	0

2. ... Boat No. 2.

Station No. 2.—Green and white.

	st.	lbs.
Bow ... C. König ...	10	0
2 ... G. F. Pappier ...	11	0
3 ... H. Brandes ...	11	5
Stroke ... W. O. Kohler ...	12	7
Cox ... H. W. B. Kennett ...	10	0

3. ... Thistle.

Station No. 4.—White, crimson, and blue sash.

	st.	lbs.
Bow ... G. H. Rubie ...	9	12
2 ... R. Lapsley ...	11	4
3 ... J. Millar ...	10	11
Stroke ... A. E. Alves ...	11	11
Cox ... C. M. S. Alves ...	10	0

Rose.

Station No. 3.—Dark blue and light blue.

	st.	lbs.
Bow ... F. D. Bain ...	9	9
2 ... J. H. R. Hance ...	10	2
3 ... A. Humphreys ...	11	6
Stroke ... E. Herbst ...	10	0
Cox ... S. A. Seth ...	10	0

Boat No. 3.

Station No. 1.—Red and blue.

	st.	lbs.
Bow ... M. R. Strover, R.A. ...	10	10
2 ... A. D. Chanter, R.A. ...	10	5
3 ... L. A. Fanshaw, R.A. ...	10	10
Stroke ... E. Myles, R.A. ...	11	8
Cox ... B. S. Brown, R.A. ...	10	0

The race was half-an-hour late in starting, regrettable to state, and when the boats made an appearance further time was lost in getting them to line up. The five got off to a poor start; the R. A. boat soon dropped astern, and although the crew made a spurt later on, their chances were absolutely nil. The race resolved itself into one between the two boats of the Hongkong Boat Club, Herbst and Alves running about level for third place. Bingay's crew won by six lengths in spite of the ground they lost by the erratic steering of Grant, the coxswain. Time, 7 min. 1½ secs.

SIXTH RACE.

MEN-OF-WAR'S CUTTERS.—The boats to be approved and handicapped if necessary by the Committee. Distance one mile. Time allowed for oars, 8 seconds per oar. Four boats must start for two prizes. Entrance, \$1. First prize, \$15; second prize, \$5. (Post entries). Service oars and conditions.

A crew from the Ocean was the only one to face the starter, and as in the first race, they were allowed to row over for the prize.

SEVENTH RACE.

SCULLING CHAMPIONSHIP.—Distance, one mile. Open to amateurs in the East.

1—W. C. Köhler 2—H. W. B. Kennett

This event was set down for the second day, but as the water was deemed favourable for the race it was decided to row it off at once. Köhler and Kennett were the only competitors, Dr. Denhard, of Shanghai, not putting in an appearance. The conditions proved less favourable than they seemed, for the choppy water made it impossible for the scullers to develop any speed. From their positions on the

extreme sides of the course, it was impossible for a time to accurately judge who of the two was leading, and by how much, but Köhler, pulling only about 20 to the minute, succeeded in establishing a lead which placed Kennett right out of the race. The latter was placed at a further disadvantage by the heavy wash of the *Hercules*, which ran along the margin of the course at full speed. Köhler won easily. Kennett ultimately going out of the course. Time, 11 min. 13 secs.

EIGHTH RACE.

VICTORIA RECREATION CLUB, CHAIRMAN'S CHALLENGE CUP.—For four-oars. Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

1. ... Rose.

Station No. 4.—Chocolate and light blue.

	st.	lbs.
Bow ... F. D. Bain ...	9	4
2 ... H. S. Holmes ...	10	10
3 ... F. M. Roza Pereira ...	10	0
Stroke ... C. E. A. Hance ...	11	1
Cox ... C. M. S. Alves ...	10	0

2. ... Shamrock.

Station No. 2.—White and blue.

	st.	lbs.
Bow ... G. H. Rubie ...	9	12
2 ... A. F. Asger ...	9	6
3 ... A. J. Mackie ...	11	1
Stroke ... A. A. Alves ...	11	6
Cox ... R. Henderson ...	10	0

3. ... Kornblume.

Station No. 3.—Black and pink sash.

	st.	lbs.
Bow ... J. C. Logan ...	10	11
2 ... G. Humphreys ...	11	0
3 ... R. C. Witchell ...	10	10
Stroke ... R. Lapsley ...	11	4
Cox ... S. A. Seth ...	10	0

Leek.

Station No. 1.—White, crimson, blue sash.

	st.	lbs.
Bow ... N. H. Alves ...	9	8
2 ... J. H. R. Hance ...	10	2
3 ... F. K. Tata ...	10	1
Stroke ... A. E. Alves ...	11	11
Cox ... H. W. Sayer ...	10	0

Thistle.

Station No. 5.—Dark blue and light blue.

	st.	lbs.
Bow ... H. A. Seth ...	10	0
2 ... J. Millar ...	10	11
3 ... A. Humphreys ...	11	6
Stroke ... E. Herbst ...	10	0
Cox ... H. M. Bain ...	10	0

The winning boat got away at the start, and, although challenged by A. A. Alves's crew, kept a plucky lead all the way, and won by three lengths. Time, 7 min. 59 secs.

NINTH RACE.

SNAKE BOATS.—Open to Chinese snake boats. Distance, one mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for 2 prizes.

1 Station No. 7, Yau Ho Yellow and Black.

- 2 " 1, Wing Mow Red.
- " 2, Fook Ki Yellow.
- " 3, Mow Yuen Green.
- " 4, Tai Hing Chau Black.
- " 5, Li Tak White.
- " 6, Tin Po Red and White.

A most amusing race. One crew passed a samshu jar along before it started and during its progress the coxswain shouted encouraging remarks to the straining oarsmen. The race was finished in good time—8 min. 12½ secs. Won by two lengths.

SAILING RACES.

FIRST RACE.

FOR FIN OR BULB-KEELED YACHTS.—Prize, a cup.

Names.	Owners.	H'cap.
1 <i>Dione</i> ...	Hon. F. H. May	Scratch
2 <i>Maid Marian</i> ...	Mr. G. Blood	8½ min.
3 <i>Erica</i> ...	Hon. Dr. Clark	3 min.

SECOND RACE.

FOR YACHTS AND PARTIALLY-DECKED BOATS, NOT ELIGIBLE TO ENTER FOR THE FIRST RACE.—(Chinese-owned vessels excluded.) Prize, a cup.

Names.	Owners.	Handicap.
1 <i>Thistle</i> ...	Mr. J. S. Watson	8 min.
2 <i>La Cigale</i> ...	Capt. Duff, R.A.	Scratch
3 <i>Dorothy</i> ...	Mr. J. Hastings	16 min.

THIRD RACE. FOR OPEN BOATS AND RIG.—(Chinese-owned boats excluded) Prize, \$25.

Names.	Handicap.
H.M.S. <i>Tamar's</i> gig	7.50 min.
H.M.S. <i>Tamar's</i> cutter	Scratch

Fine, sunshiny weather prevailed on the 11th inst. the concluding day of the Hongkong Regatta, but the strong wind, though most desirable and beneficial for the yacht races, made the task of the rowing crews difficult, and the disadvantage was increased by the broken water. Despite it all, however, the sport was excellent, and surpassed in the degree of interest it held for everyone that of the opening day. Eight events, excluding the Sculling Championship, which was rowed on Wednesday and won by Mr. W. O. Köhler, were down for competition, and of these the most important was the International Challenge Cup, the race of the Regatta. It was won by the English crew, who crossed the line only two feet ahead of the German. The flagship *Daylight* was crowded with visitors, amongst them H.E. the Governor, Lady Blake, and Miss Blake, Sir William Meigh Goodman and Miss Goodman, and the Hon. F. H. May. In the harbour a fleet of launches travelled between the starting and the finishing points, combining with the other spectacular features of the Regatta to impart to the whole scene an appearance of the greatest animation. On the *Daylight* Miss Goodman presented the trophies in the Ladies' Prize race to the winning crew, and was in turn, at the hands of the stroke oar, Mr. W. O. Köhler, made the recipient of a lovely bouquet. At the conclusion of the sports Lady Blake distributed the prizes, and also handed to Captain Reade, of the *Daylight*, some pieces of silverware—a mark of the esteem of the Regatta Committee for the captain's courtesy in placing his ship at their disposal. Lady Blake was accorded three cheers and a "tiger," on the call of the Hon. Secretary, Mr. J. W. White. Similar vocal tributes of appreciation were paid to H.E. the Governor and the Hon. F. H. May, Chairman of Committee, who, on behalf of his brother committee-men, thanked Lady Blake for her kindness in presenting the prizes and handed to her a tastefully arranged bouquet of flowers. This concluded the ceremonial part of the proceedings, and at the same time marked the close of the Regatta, which has been a most successful and enjoyable one.

Appended are the results and times:—

FIRST RACE.

LIGHT GIGS.—Open to European non-commissioned officers and men of any regiment or corps of the garrison or to European crews of any H.M. vessels or to European members of the Police Force. Entrance, \$1. Distance, one mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per oar. Four boats must start for 2 prizes. Winning crew of 1st race, 1st day to be handicapped by the Committee, 1st prize, \$15; 2nd prize \$10. Post entries. Service oars and conditions.

- 1—*Glory*.
- 2—Torpedo Depot.
- 3—*Tamar*.

Three started, all six-oared. The stroke of the Torpedo Depot boat caught a "crab" right at the outset, and his oar came out of the rowlock. He replaced it quickly, but the accident cost the crew quite a length. The *Glory* got the lead, and kept it throughout, the other two contesting bow and bow for second place, which fell to the Depot representative. Time, 8 min. 23 sec. Won by four lengths.

SECOND RACE.

INTERNATIONAL CHALLENGE CUP.—For four-oars. Cup presented by the late J. S. Lapraik, Esq., to be held by the winning crew for one year; but to remain the property of the Club. Distance, one mile and a-half. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. ... ENGLISH.

Station No. 2.—White and green.		st.	lbs.
Bow	G. H. Rubie	10	0
2	G. H. Edwards	11	3
3	C. McL. Messer	12	7
Stroke	H. L. Bingay	12	3
Cox	F. W. White	10	0

2. ... GERMAN. Station No. 3.—Red, white, and black.

<i>Kornblume</i>		st.	lbs.
Bow	C. König	11	6
2	G. E. Pappier	11	0
3	H. Brandes	11	3
Stroke	W. O. Köhler	12	7
Cox	H. W. B. Kennett	10	0

3. ... SCOTCH. Station No. 1.—White with thistle.

<i>Thistle</i>		st.	lbs.
Bow	F. D. Bain	9	4
2	P. S. Jameson	11	2
3	W. Armstrong	13	6
Stroke	J. Millar	10	11
Cox	G. A. Caldwell	13	0

PORTUGUESE (did not start). Station No. 4.—White and blue.

<i>Leck</i>		st.	lbs.
Bow	F. M. Roza Pereira	10	0
2	N. H. Alves	9	8
3	A. A. Alves	11	6
Stroke	A. E. Alves	11	11
Cox	C. M. S. Alves	10	0

This was the event of the Regatta. Only three competed, the Portuguese boat not turning up. The Scotch boat was slow in getting away, but the other two were off at the jump. The *Rose* secured a slight lead, but could not shake off the *Kornblume*, which was steered magnificently by Kennett. White, the coxswain of the English boat, did not do so well for his men, going inside unnecessarily. Though they were nowhere at the finish, the Scotchmen pulled best together, and deserved better luck. The race between the English and German boats was most exciting, for the latter crept up and from the starter's lunch it was impossible to say which held the advantage. The *Rose* eventually won a ding-dong race by a couple of feet from the *Kornblume*. Time, 12 min. 8 sec.

The Scotch crew at the finish complained that the Hongkong Boat Club launch, which passed them on the inside, crossed their bows during the race.

THIRD RACE.

BROKER'S CUP, LIGHT GIGS (Double sculls). Open to members not rowing in the four-oared races. Distance, half-mile. Entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

Station No. 3.—White and red.		st.	lbs.
Bow	S. A. Seth	9	8
Stroke	H. W. Sayer	9	2
Cox	F. W. White	10	0

Station No. 1.—White.		st.	lbs.
Bow	A. M. Roza Pereira, Jr.	9	6
Stroke	L. A. Musso	11	9
Cox	F. M. Roza Pereira	10	0

Station No. 2.—White and blue.		st.	lbs.
Bow	J. M. Roza Pereira	9	8
Stroke	A. V. Barros	9	8
Cox	A. J. V. Ribeiro	10	0

This was a splendid race between *Jubilee* and *Terrible*, the latter winning on the mark by just one foot. Time, 6 min. 25 sec.

FOURTH RACE.

HARBOUR POLICE.—Open to the Chinese members of the Harbour Police. To be rowed in the service boats. Distance, one mile. Entrance, 50 cents. Winner of 3rd race, first day, excluded. First prize, \$10. Second prize, \$4. Three boats to start for two prizes.

- 1 Station No. 3, Boat No. 1, Water Police.
- 2 Station No. 1, Boat No. 3, Water Police.
- 3 Station No. 2, Boat No. 2, Water Police.

Another fine race. No. 2 boat got the benefit of the start, but its greater weight told against its chances, which were not improved by the mistakes of the steersman. Time, 10 min. 33 sec. Won by two lengths.

FIFTH RACE.

LADIES' PRIZE.—Presented by the ladies of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

Station No. 1.—White and pink.		st.	lbs.
Bow	C. König	10	0
2	G. E. Pappier	11	0
3	W. Armstrong	13	6
Stroke	W. O. Köhler	12	7
Cox	H. W. B. Kennett	10	0

2. ... Boat No. 2. Station No. 4.—Green and white.

		st.	lbs.
Bow	A. Tolcke	10	11
2	G. H. Edwards	11	3
3	C. McL. Messer	12	7
Stroke	H. L. Bingay	12	3
Cox	R. P. Grant	—	—

3. ... *Rose*. Station No. 2.—White, crimson and blue sash.

		st.	lbs.
Bow	G. H. Rubie	9	12
2	R. Lapsley	11	4
3	J. Millar	10	11
Stroke	A. E. Alves	11	11
Cox	C. M. S. Alves	10	0

Station No. 3.—Dark blue and light blue.

		st.	lbs.
Bow	F. D. Bain	9	4
2	J. H. R. Hance	10	2
3	A. Humphreys	11	6
Stroke	E. Herbst	10	0
Cox	S. A. Seth	10	0

Station No. 5.—Red and Blue.

		st.	lbs.
Bow	C. V. Bland, R.A.	10	8
2	A. D. Chanter, R.A.	10	5
3	E. A. Fanshaw, R.A.	10	10
Stroke	E. Myles, R.A.	11	8
Cox	M. A. Strova, R.A.	10	0

All five raced, and were set off exactly to time—3.30 p.m., not 2.30 p.m., as the misprint in the programme gave it. The contest lay between Köhler, Alves, and Bingay, Herbst giving up when three-quarters of the course had been covered, and the R. A. boat, though pushed gamely, being a good bit behind. Köhler's boat, which led practically from the start, won a hard race by one-and-a-half lengths. Time 7 min. 44 sec.

SIXTH RACE.

FOR MEN-OF-WAR'S GIGS AND WHALERS.—Distance, one mile. Entrance, \$1. First prize, \$15. Second, \$5. The boats to be approved by the Committee. Time allowed for oars, 8 seconds per oar. Three boats must start or no race. Post entries. Service oars and conditions.

- 1—*Glory*.
- 2—*Algerine*.
- 3—*Otter*.
- 4—*Handy*.

Four competed. The *Glory* rowed six oars, and had to concede eight seconds each to the *Otter* and *Algerine* (five oars), and sixteen seconds to the *Handy* (four oars). The *Glory* and *Algerine* made a fine race of it, and were closely followed by the *Otter*. The four men from the *Handy* stuck well to their heartbreaking task, but were unable to make anything of their time allowance, the *Glory* crew working as one man and getting over the line 25 seconds ahead of the *Algerine*. Time, 9 min. 17 sec.

The *Algerine* lodged an objection against the *Glory* on the ground of a foul.

SEVENTH RACE.

PARSEE CUP.—Presented by the Parsee Community of Hongkong. For four-oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of Victoria Recreation Club and Hongkong Boat Club.

Station No. 2.—White, crimson and blue sash.		st.	lbs.
Bow	F. D. Bain	9	4
2	G. H. Rubie	9	12
3	F. K. Tata	10	1
Stroke	A. E. Alves	11	11
Cox	S. A. Seth	10	0

Station No. 1.—Green and white.		st.	lbs.
Bow	H. M. Bain	9	0
2	G. Pappier	11	0
3	G. H. Edwards	11	3
Stroke	W. O. Köhler	12	7
Cox	H. W. B. Kennett	10	0

Station No. 3.—Green and White.		st.	lbs.
Bow	J. B. Cosustow	11	0
2	E. Davies	10	5
3	E. E. Andrus	11	0
Stroke	H. L. Bingay	12	3
Cox	R. P. Grant	10	0

Station No. 4.—Chocolate and light blue.		st.	lbs.
Bow	N. H. Alves	9	8
2	A. E. Asger	9	4
3	A. Humphreys	11	6
Stroke	C. E. A. Hance	11	11
Cox	F. W. White	10	0

Boat No. 1.			
Station No. 5.—Green and White.	st.	lbs.	
Bow... E. Lunders ...	11	1	
2... R. Curt ...	10	4	
3... W. Armstrong ...	13	6	
Stroke ...			
Cox ... F. G. Smith ...	10	0	

Rose.

Station No. 7.—Dark blue and light blue.			
st.	lbs.		
Bow... J. Millar ...	10	11	
2... J. H. R. Hance ...	10	2	
3... A. J. Mackie ...	11	1	
Stroke ... E. Herbst ...	10	0	
Cox ... C. M. S. Alves ...	19	0	

Thistle.

Station No. 6.—White and blue.			
st.	lbs.		
Bow... F. M. Roza Pereira ...	10	0	
2... R. C. Witchell ...	10	10	
3... A. A. Alves ...	11	6	
Stroke ... R. Lapsley ...	11	4	
Cox ... C. H. W. Kew ...	10	0	

Do it No. 4.

Station No. 8.—Green and White.			
st.	lbs.		
Bow... H. N. Ferrers ...	10	1	
2... C. König ...	11	6	
3... H. Brandes ...	11	3	
Stroke ... A. Tolcke ...	10	11	
Cox ... B. S. Browne ...	10	0	

Great difficulty was experienced in getting the eight starters off, and the better plan would have been to run the race in heats. As it was, the start was an indifferent one, but the best that could be made under the circumstances. Boat No. 1 (No. 5 Station) was recklessly steered, and by fouling put two others out of the race—*Shamrock* and Boat No. 3 although in fairness it must be added that these two had no chance of winning. Boat No. 1 was disqualified. *Leck* and Boat No. 2 made a nice race of it, the former crossing the line three quarters of a length ahead of the second. Time, 7 min. 35 secs.

EIGHTH RACE.

Boys' Race—Pair Cars (Open to all schools in the Colony). Half-mile. Each School to be represented by one crew only. Age 15 and under. Entrance free. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

1. ... QUEEN'S COLLEGE.

Station No. 1.—White and Dark Blue Band.

Powerful.

Bow ... H. Bunji	
Stroke ... E. Bunji	
Cox ... H. C. Sayer	

2. ... DIOCESAN SCHOOL.

Station No. 2.—Dark Blue.

Terrible.

Bow ... S. Mathews	
Stroke ... C. Alvingburg	
Cox ... G. Witchell	

3. ... S. JOSEPH'S COLLEGE

Station No. 3.—White and Black Sash.

Jubilee.

Bow ... F. M. Remedios	
Stroke ... J. M. Rocha	
Cox ... C. S. Alves	

A good race between the first and second boats, but a poor exhibition by the third. Won by 1½ lengths. Time, 5 min. 10 secs.

SAILING RACES.

FIRST RACE.

Names.	Owners	H'cap.
1 <i>Dione</i> ...	Hon. F. H. May ...	Stch.
2 <i>Vernon</i> ...	Comd. Robinson, R.N. ...	Stch.
		mins.
3 { <i>Altnach</i> ...	Mr. M. W. Siade ...	1½
{ <i>Maid Marian</i> ...	Mr. G. Blood ...	1½

SECOND RACE.

FOR OPEN BOATS AND RIG (Chinese-owned boats excluded). Prize, \$25.

1. ... *Tamar's* cutter.

The *Bangkok Times* of the 28th ult. say that the local banks were doing no business. A meeting of the rice-millers was called. The Borneo Co. shut down their rice mills, and Messrs. Markwald & Co. The Banks submitted the following claims to the Government:—Hongkong and Shanghai Bank, £15,000. The Chartered Bank, £100,000. The Banque de l'Indo-Chine, 1,500,000 francs. The firms are asking the Banks if they are to be held to contracts made. Nothing, however, is likely to be settled for the next two or three days.

CRICKET.

LONGS v. SHORTS.

Some facetious individual was heard to remark on the 6th inst., when the rain was falling in torrents and the "Shorts," refused to leave the field, that "Ducks and Drakes" would have been a more appropriate title for the above match. And certainly it is probable that never before has a cricket match been played out in quite such a downpour. The conduct of the "little men" in fielding under such circumstances, in order to let their opponents win the match, was little short of heroic—some unkind people were heard to remark that it was "maniacal"—but be that as it may, great credit is due to them for their pluck and sportsmanlike action. The match was an unfortunate one in many ways, as the "Shorts" were short of a man and had to include a "Long"—namely Dixon—in their team. On the other hand, the "Longs" waited a long time for one of their men who never did turn up. However, this did not matter so much, as they were far too strong for their opponents and easily defeated them by 9 wickets. Ward had his proverbial luck in the matter of the toss and sent in Dixon and Turner. As frequently happens when one team is much stronger than the other, the weaker side did not have the best of luck and wickets fell with dismal regularity. Dixon was "c and b," Turner was bowled off his body, Ward succumbed to an ordinary straight ball, and Hooper neatly placed one of Fawcett's deliveries into the hands of short leg. By the way, short leg happened to be one of the ground coolies, and by the new bye-laws Heath, the man for whom the substitute was fielding, has to pay 50 cents for the catch. This is an excellent bye-law, and should have some effect upon the unpunctuality so often in evidence, and it is to be hoped that the Committee will see that it is carried out strictly, but to return to the play. Disaster followed disaster, and five of the apparently best wickets were down for a paltry 32. However, as sometimes happens, the "tail" wagged fair vigorously, and, thanks to a really good innings of 37 by Simmons, useful scores of 17 by Lampen and Tulloch and an invaluable 16 not out by Heron, who showed really good form, the score was eventually taken to 141. Clark was the most successful of the bowlers, taking 5 wickets for 50 runs. Fitch, who only bowled 4 balls, might well have been put on sooner. The fielding was fair, though the wetness of the grass prevented any great brilliancy in this respect. The "Longs" began batting with Broadbent and Dalrymple, and they had matters pretty much their own way from the start. The "Shorts" had very little bowling, and what they had was rendered quite ineffective by the greasy state of the ball and the slipperiness of the ground. Dixon bowled well under trying circumstances, but Turner was the only bowler to take a wicket, clean bowling Broadbent when he had made 12. Fawcett joined Dalrymple and between them they did just what they liked with the harmless deliveries of the various bowlers tried. Meanwhile the rain, which up to then had not been much more than an uncomfortable drizzle, became a perfect deluge. The "Shorts" would, of course, have been perfectly justified in retiring from the field, leaving the match a draw, but they decided to continue and give the "Longs" a chance of winning. It must be said at once that Fawcett and Dalrymple rose to the occasion brilliantly and hit the unfortunate bowlers, who, by this time, could scarcely hold the ball, to all parts of the field—and out of it. The long and the short of it was that the "Longs" easily defeated the "Shorts," as written above, by 9 wickets. Some idea of the greasiness of the ball may be obtained when it is stated that that usually safe catch, Turner, dropped two catches in the long field. Both Fawcett and Dalrymple hit splendidly and both were not out at the close. The following are the scores and analyses:—

SHORTS.

J. T. Dixon, c and b Clark	11
W. C. D. Turner, b Clark	7
A. G. Ward (Capt.), b Fawcett	4
It. Mott, s.f., c Radcliffe, b Clark	1
J. Hooper, c sub., b Fawcett	4
Dr. Hutchinson, R.N., c Ferrier, b Clark	3
Lt. Lampen, R.M.L.I., b Broadbent	17
A. C. Ransom, R.N., b Broadbent	11
Capt. Tulloch, R.A., b Clark	17
Major Leighton Simmons, R.E., b Fitch	37
G. O. Heron, not out	16
Extras	13

Total ... 141

LONGS.

F. N. Broadbent, R.N., b Turner	13
Lt. D. C. H. Dalrymple, R.N., not out	56
Capt. Fawcett, R.A., not out	72
A. Mackenzie	
E. W. Fitch, R.N.	
Major Clark, R.A.M.C.	
Capt. Radcliffe, R.E. (Capt.)	
Colonel Ferrier, A.P.D.	
T. C. Gray	
P. W. Goldring	
Lt. Heath, 10th B.I.	
Extras	2

Total (for 1 wicket) ... 142

BOWLING ANALYSIS.

SHORTS.

	O.	M.	R.	W.
Fawcett	11	3	38	2
Clark	16	3	56	5
Broadbent	7	1	28	2
Mackenzie	2	—	8	—
Fitch	0.4	—	4	1

LONGS.

	O.	M.	R.	W.
Dixon	6	—	21	—
Turner	6	—	36	1
Ward	3	—	23	—
Ransom	1	—	18	—
Mott	2.3	—	23	—
Simmons	1	—	14	—

FOOTBALL.

H.K.F.C. v. "OCEAN."

A match between the Hongkong Football Club and H.M.S. *Ocean* was played at Happy Valley on the 6th inst. in the midst of a torrential rainfall and in presence of a faithful few spectators. The Club played throughout with but few men, Kerr being the absentee. The teams were as follows:—

H.K.F.C.—C. C. Hickling, goal; O. T. Barnes and J. W. C. Bonnar, backs; G. H. Gaskell, C. T. Kow, and W. T. Caulfield, halves; W. R. Lemarchand, E. J. Libeaud, C. R. S. Cooper, and G. A. Cooke, forwards.

Ocean—Lewis, goal; Harper and Mr. Hall, backs; Bates, Mr. Barrett and Richard, halves; Clark, Husland, Winerals, Mr. Whitworth and McLean, forwards.

Referee—Mr. H. W. Lo ker.

The Club kicked off but did not get far before the ball was sent back by the Navy, who followed up well and continued to press without giving the Club much opportunity of breaking away. For the first fifteen minutes of the game their attack upon the home-sters' goal was incessant, and repeatedly it narrowly escaped. Then from a well-placed corner kick Whitworth banged the ball into the net in a way that entirely precluded the possibility of Hickling saving. Five minutes later the *Ocean* again scored, Clark doing the deed with a soft slanting shot which might have been saved under ordinary circumstances. But the game was not by any means played under ordinary conditions. The heavy rain, the treacherous footing which the ground afforded and the slippery ball made play most uncertain. There was no further scoring in the first half. In the second half the conditions were even worse than in the first. There were no more goals scored, but the superior stamina of the Navy was apparent in the continuous stand they made in their opponents' territory. Hickling had a lot to do and did it well, while Bonnar worked hard in repelling the *Ocean's* frequent attacks. Of the forwards Cooper and Cooke showed up best; Kow was most prominent of the halves. The Navy goal-keeper, Lewis, had little or nothing to do during the whole game. Harper and Hall kept the Club forwards well in check. Barrett placed unerringly and tackled everything that came his way. All the forward line were good. On the whole, the severe weather made it difficult to assess the respective abilities

of the teams; the Ocean, however, showed in a greater degree the staying powers required for a heavy field and were still pressing when the whistle blew for full time. Result:—
Ocean, 2 goals; Club, 0.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR DECEMBER.

The following cards were returned:—

Mr. E. V. D. Parr	96-18	78
Mr. W. R. Lemarchand	104-25	79
Mr. A. B. Lawson	86-6	80
Mr. H. W. Robertson	93-12	81
Mr. G. Stewart	85-4	81
Mr. C. M. G. Burrie	83-1	82
Mr. J. E. Leo	97-15	82
Mr. T. C. Gray	113-22	91

25 entries.

Mr. E. V. D. Parr	96-18	78
Mr. W. R. Lemarchand	104-25	79
Mr. G. Stewart	85-4	81
Mr. C. M. G. Burrie	83-1	82
Mr. J. E. Leo	97-15	82
Mr. T. C. Gray	113-22	91

18 entries.

HONGKONG.

Frederick Hodson, a sergeant of marines on the U.S.S. *Kentucky*, has been arrested on a charge of having stabbed Edward Lorne, a private of marines on the U.S.S. *New Orleans* on Wednesday night. Lorne was stabbed in the thigh. He was sent to the Government Civil Hospital.

A sale of the articles of needle and fancy work made by the Chinese orphans under the tuition of the Asile de la Sainte Enfance was held on Friday, commencing at 2 p.m., under the patronage of Sir Henry and Lady Blake. A native regimental band played an excellent programme during the afternoon. Business seemed to be brisk, and we hope the bazaar was a financial success, the object being such a worthy one.

At a regular meeting of the Ararat Lodge of Royal Ark Mariners, held on the 10th ult., Bro. G. P. Lammer, was duly installed as W. C. N. for the ensuing year, by P. C. N. Wor. Bro. J. Bryant. Wor. Bro. Lammer, then appointed and invested his officers as follows:—S.W., Bro. F. W. Edwards; J.W., Bro. G. G. Burnett; Treas., Bro. J. A. Wheel; Sec., Bro. Jas. Lockard. P.C.N.; S.D., Bro. W. Kent; J.D., Bro. G. Patton; and Guardian, Bro. Brand.

About half past one o'clock on the 11th inst. fire broke out in the Mow Hing Chung rattan-shop at 458, Queen's Road West, belonging to Pang Sam Kong, 318, Des Voeux Road West. The fire brigade turned out under Captain Lyons, Deputy Captain Superintendent of Police, and managed to confine the conflagration to the shop where it had originated; this building, however, was completely destroyed. The origin of the fire and the amount of the damage are not known; the stock was insured for \$10,000.

Chief Armourer J. E. Crocker, H.M.S. *Ocean*, made a splendid score at the Kowloon Range on the 3rd inst. during ordinary practice with the Hongkong Rifle Association. The conditions were seven shots and a sighter at each range, Bisley rules, and at 200 yards Mr. Crocker, who sighted for 4, put on six consecutive bulls. At 500 yards he got a bull with his sighting shot, but fell one short of his score at the previous range, his second try being an inner. Firing at 600 yards, Mr. Crocker got five bulls and an inner, and finished with 103, only two short of a possible.

By a fire which occurred at 9, Queen's Road West on the 6th inst. at about ten minutes to one, the three floors of the building were completely gutted. The outbreak originated in the ground floor, a medicine shop, and spread to the premises on each side, the top floors of which were much damaged. One of the firemen had a narrow escape from injury by falling debris. Captain Lyons, Deputy Superintendent of Police, was in charge of the Fire Brigade, which did excellent work in preventing the flames from spreading farther.

The Police Force of the Colony has had its numerical strength increased by the arrival on the *Benloli* of four recruits from the Metropolitan Police Force.

The British iron barge *Greenwood*, 516 tons registered, was put up to auction by Mr. Geo. P. Lammer on Friday, and sold for \$9,000. Capt. Brown of Honolulu is the purchaser.

The visitors to the City Hall Library and Museum for the week ending 7th December were 25 non-Chinese and 89 Chinese to the former and 92 non-Chinese and 2,176 Chinese to the latter institution.

Admiral Evans, U.S.N., landed at Blake Pier on the 11th inst. and paid a formal visit to His Excellency the Governor at Government House. A guard of honour of the Sherwood Foresters received the Admiral at Blake Pier.

On Monday, 13th inst. in the Freemasons' Hall, Mr. H. W. Wolfe was installed as Worshipful Master of United Service Lodge 1341, the ceremony being conducted by Grand Master E. C. Ray, supported by the members of the District Grand Lodge. The hall was tastefully decorated for the occasion.

As a result of investigations made by Sergeant Murison and Sergeant J. Watt, most of the property stolen from a room in Connaught House last week-end has been recovered, and two arrests have been made. The suspects, who are described as beachcombers, were wearing part of the stolen clothing when taken into custody.

On the 7th inst. a member of the ship's company of the s.s. *Zapfo* fell into the Harbour in the neighbourhood of Murray Pier. A bluejacket off the *Humber* gallantly jumped into the water and managed with much difficulty to keep the unfortunate man from sinking until an European constable threw in a life-buoy with lines and dragged them both ashore. The *Zapfo* man was taken to hospital; he was reported to be all right on the 8th inst.

The German Admiral, who arrived on the 6th inst. on the flagship *Furst Bismarck* from the North, came on shore on the 8th inst. and made several formal calls. He landed at Blake Pier and was received by a guard of honour of the Sherwood Foresters. Accompanied by an escort of Sikh police under Sergeant W. G. Gerard, the Admiral visited H.E. the Governor at Government House, H.E. General Gascoigne at Headquarters House, and also called at the German Consulate, Glenelly. He returned on board about noon.

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during November, are certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	3,385,287	1,800,000
Hongkong and Shanghai Banking Corporation	9,074,65	5,000,000
National Bank of China, Limited	43,168	150,000

Total \$12,898,821 \$6,950,000

Captain W. McArthur of the British s.s. *Empire*, which arrived here on the 8th inst. from Japan with a general cargo consigned to Messrs. Gish, Livingston & Co., reported that on Saturday last when in Lat. 27° 54' N., Long. 121° 55' E., he picked up the crews of four fishing-boats which had been blown out to sea by the gale. The crews numbered 16 men all told. They were in a deplorable condition from cold, exposure and want of food and water. There was a very high sea running at the time the boats were approached, and darkness coming on made their removal to the steamer still more difficult. As the result of clever manoeuvring of his ship, however, the commander was successful in getting the unfortunate men on board without mishap. The boats were afterwards cast adrift. In the heavy weather the *Empire* proved herself to be an excellent sea boat. Having left Moji on the 4th inst., she experienced strong N.N.W. and S.E. winds until midnight on the 5th; then a strong N.W. gale until 4 p.m. on the following day; and afterwards, until arrival in Hongkong, strong N.N.E. wind. The *Empire* made the passage in the smart time of 3 days, 17 hours, 48 minutes. She belongs to the E. and A. Company and is on her maiden voyage. Captain McArthur, the commander, was previously in command of the s.s. *Guthrie*.

On the 8th inst. about three o'clock a building collapse occurred at Nos. 434 and 436, Des Voeux Road West. The houses are used as godowns. Two men who were struck by the falling debris were rescued and sent to the Government Civil Hospital. No others are believed to have been in the building when the collapse took place.

The German flagship *Furst Bismarck* and the British cruiser *Eclipse* arrived on the 6th inst. from Shanghai. The French flagship *D'Entrecasteaux* left on the 6th inst. for Tientsin, the British cruiser *Argonaut* for Singapore, the U.S. gunboat *Helena* for Canton, and the Russian cruiser *Admiral Nakhimoff* sailed on the 7th inst. for Colombo.

On the 9th inst. the U.S. gunboat *Helena* arrived from Canton and the British cruiser *Talbot* left for a cruise. The British troopship *Clive* arrived from Singapore.

The British troopship *Clive* sailed for Taku on the 10th inst.

The German gunboat *Illis* left for Canton on the 12th inst.

The U.S. cruiser *Yorktown* and the monitor *Montevideo* arrived on the 5th inst. from Amoy. The transport *Ingalls* left on Thursday for Japan.

MISCELLANEOUS.

The railway journey between Tokyo and Nagasaki has just been shortened by five hours.

President Roosevelt has signed a contract for a submarine telegraph cable from California to China, via Guam.

The *Norddeutsche Allgemeine Zeitung* says that the date of the German evacuation of Shanghai depends upon the transports available, but that in any case the German troops will evacuate the place during the course of January.

Since the Imperial Edict permitting inter-marriage between Manchus and Chinese, several marriages have taken place between Manchus and Chinese women, but so far no marriage of note has occurred between Chinese men and Manchu women.

The negotiations respecting the loss of the *Kowshing* in 1884 (when she was sunk by a Japanese cruiser whilst transporting Chinese troops to Korea), have not resulted in a settlement with the Chinese Government. The matter will therefore come before the United States Ambassador in London, who was appointed arbitrator.

The remains of the late Viceroy Tao Mu duly arrived at Shanghai from Canton on the 1st inst. The coffin was then transferred from the *Hsinfung* to a large native houseboat which was towed by a launch to Sinshui, Kashing Prefecture, which is the birthplace of the deceased Viceroy. Before the houseboat left its anchorage in the Foochow Creek, the civil and military officials of Shanghai went on board and poured libations to the coffin.

Writing on the 26th ult., the Canton correspondent of the *Shanghai Times* says:—The entire foreign force engaged in the Canton-Hankow railway has left Shamoen. Railway work has been pushed ahead so well that the foreign settlement is too far distant from the scene of present operations to make daily travel to and from convenient. On this account the force has taken up quarters at Fati, Capt. Rich alone remaining at Shamoen to supervise the transit of supplies and materials which come up the river for railway purposes.

The following items are from the *Foochow Echo* of the 29th ult.:—*Dandy Dick* was to be played at the local theatre on the 6th December. Mr. Macvicar's prize at the Foochow Gun Club was shot for on the 26th ult., and won by Mr. Siemssen, who showed some very good form. At a lawn tennis meeting the prize winners were Ven's Doubles: Mr. Schlo and the Rev. J. Simister. Mixed Doubles: Mr. and Mrs. Schlo. The *Fuh Sing*, the new steam tender built by the Foochow Arsenal for the C.I.M. Customs, was officially tried on the 24th, with perfect success. According to the contract, the boat was to give a 7½ to 8 miles speed during a six hours' trial and 8½ to 9 miles during a two hours' trip. Though the weather was rather unfavourable for a speed trial, as the boat had to meet a strong head wind and sea during a great part of her trip, the average speed, for six hours amounted to nearly 8½ miles, more than one mile above the minimum contract speed, and during the two hours, the boat ran more than 9 miles an hour.

COMMERCIAL.

CAMPHOR.

HONGKONG, 12th December.—No arrivals.

SUGAR.

HONGKONG, 12th December.—Some demands having come forward, prices are advancing.

Shekloong, No. 1, White.....	\$8.20 to \$8.25 pcl.
Do. " 2, White.....	7.75 to 7.80 "
Shekloong, No. 1, Brown	6.10 to 6.15 "
Do. " 2, Brown	5.90 to 5.95 "
Swatow, No. 1, White.....	8.10 to 8.15 "
Do. No. 1, White.....	7.65 to 7.70 "
Do. " 1, Brown	5.85 to 5.90 "
Do. " 2, Brown	5.70 to 5.75 "
Foochow Sugar Candy	12.10 to 12.15 "
Shekloong "	9.60 to 9.65 "

RICE.

HONGKONG 12th December.—Prices are going upward, holders being firm.

Saigon, Ordinary	\$3.45 to 3.51
" Round, Good quality	4.60 to 4.65
" Long	4.75 to 4.81
Siam, Field mill cleaned, No. 2	3.65 to 3.70
" Garden, " No. 1	4.30 to 4.35
" White	4.80 to 4.85
" Fine Cargo	4.95 to 5.00

MISCELLANEOUS IMPORTS.

HONGKONG 5th December.—Amongst the sales reported during the week are the following:—

Bombay—Nos. 10 to 20, ...	\$ 84.00 to \$126.00
English—Nos. 16 to 24, ...	114.00 to 120.00
" 22 to 24, ...	120.00 to 128.00
" 28 to 32, ...	136.00 to 142.00
" 38 to 42, ...	155.00 to 170.00

COTTON PIECE GOODS—

Grey Shirtings—6 lbs.	2.20 to 2.30
7 lbs.	2.30 to 2.50
8.4 lbs.	3.10 to 3.77
9 to 10 lbs. ...	3.85 to 5.00
White Shirtings—54 to 56 rd. ...	2.61 to 2.90
58 to 60 " ..	3.25 to 3.45
64 to 66 " ..	3.55 to 5.35
Fine	5.40 to 7.85
Book-folds	4.55 to 7.00
Victoria Lawns—12 yards ...	0.75 to 1.40
T-Cloths—6lbs. (32 in.), Ord'y. ...	1.90 to 2.15
7lbs. (32 ") ..	2.20 to 2.50
6lbs. (32 ") ..	2.25 to 2.40
7lbs. (32 ") ..	3.95 to 3.50
8 to 8.4 oz., (36 in.) ...	3.20 to 3.75
Drills, English—40 yds., 13 1/2 " to 14 lbs. }	4.20 to 6.90

FANCY COTTONS—

Turkey Red Shirtings—1 1/2 " to 8 lbs }	1.50 to 4.85
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BROCADES—Dyed

DAMASKS—

Chintzes—Assorted	— to —
Velvets—Black, 22 in	0.27 to 0.60
Velveteens—18 in.	0.23 to 0.28

HANDKERCHIEFS—Imitation Silk 0.37 to 5.00

WOOLLENS—

Spanish Stripes—Sundry chops.	0.65 to 2.25
Habit, Med., and Broad Cloths	1.25 to 3.10

LONG ELLS—Scarlet, 7-10 lbs. 6.85 to 8.25

Assorted	7.00 to 9.40
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CAMLETS—Assorted

Lastings—30 yd., 31 inches }	12.50 to 17.00
Assorted	

ORLEANS—Plain

Blankets—8 to 12 lbs.	0.65 to 0.80
Fine quality,	1.40 to 2.10

METALS—

Iron—Nail Rod	4.80 to —
Square, Flat Round Bar (Eng.	4.80 to —
Swedish Bar	4.85 to —
Small Round Rod	5.05 to —
Hoop 1/2 to 1 1/2 in.,	6.50 to —
Wire, 16/25,	9.40 to —
Old Wire Rope	3.50 to —
Lead, L.B. & Co. and Hole Chop	8.40 to —
Australian	8.40 to —
Yellow Metal—Muntz 14/20 oz.	41.00 to —
Vivian's 14/20 oz.	41.00 to —
Elliot's 14/20 oz.	41.00 to —
Composition Nails	61.00 to —
Japan Copper, Slabs	39.00 to —
Tin	83.00 to —

Tin-Plates	box. per 8.50 to —
Steel 1/2 to 1	per cwt. caso 6.50 to —

SUNDRIES—

Quicksilver	per picul 18.00 to —
Window Glass	per box. 5.75 to —
Kerosene Oil	per 10-gal. caso 3.00 to —

SHANGHAI, 10th December.—From Messrs. Noël, Murray & Co.'s Piece Goods Trade Report.—Since writing our circular on 29th ultimo, the import market has done nothing, its time, of which it has plenty to spare, having been occupied in watching the erratic movements of exchange and wondering what is to happen next. At the moment importers are quite helpless to do anything, and the little enquiry there is, and which emanates from Tientsin, is based on such a ridiculous range of prices that it is not worth any attention whatever. The reason may now be considered closed with Tientsin as far as direct shipments are concerned, and it is not expected that any great quantity will be taken during the coming months by the Ching Wan Tao route. There is very little doing with any of the other outports, Szechuen and the River Markets being much quieter again, while Chefoo and Ningpo are doing next to nothing. There is no fresh news from New York, but latest advices from Manchester report a quiet market with no change in quotations. The export from England during the past month amounted to fourteen million yards of Plain Cottons, which shows a welcome falling off, and it is to be hoped on behalf of the trade here that they will continue to come forward on a still further reduced scale. Cotton in Liverpool is quoted 448/10d., and one telegram mentions it has a tendency to harden at that figure. There has been a speculative attempt to buy for delivery next Spring, but the prices offered are too frivolous to be entertained. It is rather curious to note that all prices at auction had a tendency to advance, and well they might do so.

CLOSING QUOTATIONS.

SATURDAY, 13th December.
EXCHANGE.

ON LONDON.—

Telegraphic Transfer	1/6 1/2
Bank Bills, on demand	1/6 1/2
Bank Bills, at 30 days' sight	1/7
Bank Bills, at 4 months' sight	1/7 1/2
Credits, at 4 months' sight	1/7 1/2
Documentary Bills, 4 months' sight	1/7 1/2

ON PARIS.—

Bank Bills, on demand	1.98 1/2
Credits, 4 months' sight	2.02 1/2

ON GERMANY.—

On demand	1.61 1/2
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ON NEW YORK.—

Bank Bills, on demand	38 1/2
Credits, 60 days' sight	39 1/2

ON BOMBAY.—

Telegraphic Transfer	117 1/2
Bank, on demand	117 1/2

ON CALCUTTA.—

Telegraphic Transfer	117 1/2
Bank, on demand	117 1/2

ON SHANGHAI.—

Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2

ON YOKOHAMA.—

On demand	31 1/2 p.c. pm.
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ON MANILA.—

On demand	1/8 p.c. disc.
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ON SINGAPORE.—

On demand	1/8 p.c. disc.
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ON BATAVIA.—

On demand	94 1/2
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ON HAIPHONG.—

On demand	1 1/2 p.c. pm.
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ON SAIGON.—

On demand	1 p.c. pm.
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ON BANGKOK.—

On demand	nominal
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SOVEREIGNS, Bank's Buying Rate

GOLD LEAF, 100 fine, per tael	\$66
BAR SILVER per oz.	22 1/2

VESSELS ON THE BERTH.

FOR ANTWERP.—	Benmohr (str.), Teenkai (str.), Sado Maru (str.).
FOR LONDON.—	Bengal (str.), Hyson (str.), Sado Maru (str.), Ulysses (str.), Peleus (str.), Antenor (str.), Benmohr (str.), Teenkai (str.).

FOR LIVERPOOL.—Tydeus (str.), Alcious (str.).
FOR AMSTERDAM.—Oopack (str.), Ulysses (str.).
FOR MARRILLES.—Prinsesse Marie (str.), Oopack (str.), Kanagawa Maru (str.), Teenkai (str.), Sado Maru (str.), Indus (str.).
FOR BREMEN.—Bayern (str.).
FOR HAVRE AND HAMBURG.—Suevia (str.), Wurzburg (str.), Nurnberg (str.), Silesia (str.), C. Ferd. Laeis (str.), Strassburg (str.).
FOR GENOA.—Benmohr (str.), Strassburg (str.).
FOR NAPLES AND LEGHORN.—Hyson (str.).
FOR TRIESTE.—Vindobona (str.).
FOR VICTORIA, B.C.—Tacoma (str.), Shinano Maru (str.), Kinshiu Maru (str.).
FOR VANCOUVER.—Empress of Japan (str.), Ningchow (str.), Athenian (str.).
FOR NEW YORK.—Adria (str.).
FOR PORTLAND (OR).—Indrasamha (str.).
FOR AUSTRALIAN PORTS.—Chinglu (str.), Kumano Maru (str.).
FOR BOMBAY VIA SINGAPORE AND COLOMBO.—Bombay Maru (str.).
FOR BOMBAY VIA SINGAPORE AND PENANG.—Capri (str.).
FOR SINGAPORE, PENANG, AND BOMBAY.—Lightning (str.).

SHARE REPORTS.

HONGKONG, 12th December.—Business has been very dull during the whole of the past week, and with the exception of Barks and Lands, there is but little strength in closing quotations.

BANKS.—Hongkong and Shanghai have been booked at \$650, \$652, and \$655, and close with further buyers at the latter rate. The London quotation is £62. Nationals are unchanged at \$27 sellers.

MARINE INSURANCES.—Unions have been booked at \$160 and are in further request. China Traders have receded to \$58 with probable sellers. Yangtszes continue in request at \$133.

FIRE INSURANCES.—Hongkongs can be procured at \$345, and Chinas at the reduced rate of \$5.

SHIPPING.—Hongkong, Canton and Macao have eased off to \$36 1/2 sellers, with buyers at \$36 1/2. Indo-Chinas have declined to \$88 after sales at \$92 and \$90. China and Manilas are weak at \$25 sellers. Douglasses have sold at \$42 and more shares are procurable at the rate. Star Ferries (old) have been placed at \$23 and (new) at \$13, the latter closing with buyers. Shell Transports have receded to £1. 12s. 6d. sellers, after a sale at £1. 12s.

REFINERIES.—China Sugars have been placed at \$84 to \$85, and there are further sellers at the higher rate. Luzois sold at \$12 1/2.

MINING.—Punjoms (ordinaries) are procurable at \$2 1/2, and preferences at 75 cents. Raubs have been done at \$6 1/2, and more shares could probably be placed. Jelobus are unchanged with sellers at \$1 1/2.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have sold at \$215 and \$217 1/2, and close with probable sellers at \$15. Hongkong and Kowloon Wharves have declined to \$88 at which the last sale was effected. New Amoy Dock, can be procured at \$40.

LANDS, HOTELS & BUILDINGS.—Hongkong Lands continue in request, and sales have been effected at \$184 and \$185, the market closing with buyers at the higher rate. Kowloon Lands are quiet at \$31. West Points have improved to \$55 buyers. Humphreys Estates continue on offer at \$12 1/2. Hongkong Hotels have been booked at \$141. Oriente Hotels can be procured at the reduced rate of \$37 1/2.

COTTON MILLS.—In the North, Ewas have improved to Tls 42, Internationals to Tls. 41, and Laon Kung Mows to Tls. 42. Soy Chees are unchanged at Tls. 160. Hongkong Cottons are quiet at \$17 1/2.

MISCELLANEOUS.—Green Island Cements are slightly better at \$2 1/2 buyers. China Borneos are offering at \$25. Watsons have sold and are on offer at \$14 1/2. Elec'rics (old) have sold and are in further request at \$13.10: the new issue can be procured at \$6.65. Dairy Farms are on offer at \$11 ex the dividend of 75 cents per share for 1901-1902 paid on the 4th instant. United Asbestos are on offer at \$8 1/2. China Providents have been booked at \$9 1/2 and more shares are wanted. Watkins have sold at \$7 1/2 and continue in request. Universal Traders are quoted at \$21 buyers. Powells have been booked at \$9 1/2. China Light and Powers are offering at the reduced rate of \$3.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	\$665, buyers (L'don, £62.
Natl. Bank of China		
A. Shares	28	\$27, sellers
B. Shares	28	\$27, sellers
Foun. Shares...	21	\$10, sellers
Bell's Asbestos E. A. ...	21	\$1, buyers
Campbell, Moore & Co.	10	\$35.
China-Borneo Co., Ltd.	15	\$2, sellers
China Light & Power } Co., Ltd.	20	\$13, sellers
China Prov. L. & M. ...	10	\$9, sales & buyers
China Sugar	100	\$85, sellers
Cigar Companies—		
Alhambra Limited...	500	500, buyers
Philippine Tobacco } Invest. Co., Ltd.)	50	5, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 42.
International	Tls. 75	Tls. 41.
Laou Kung Mow ...	Tls. 100	Tls. 42.
Soychee	Tls. 500	Tls. 160.
Hongkong	100	\$17.
Dairy Farm	36	\$11, ex div., sellers
Fenwick & Co., Geo. ...	25	\$30.
Green Island Cement...	10	\$20, buyers
H. & C. Bakery	50	\$40, sellers
Hongkong & C. Gas ...	210	\$140, buyers
Hongkong Electric }	10	\$13.1, sales & buy.
H. H. L. Tramways }	5	\$6.6, sales & sells.
Hk. Steam Water }	100	\$345.
boat Co., Ltd. }	15	\$8, sellers
Hongkong Hotel	50	\$141, sales
Hongkong Ice	25	\$240.
H. & K. Wharf & G. ...	50	\$88, sales
Hongkong Rope	50	\$12, sellers
H. & W. Dock	50	\$215.
Insurance—		
Canton	50	\$167, sellers
China Fire	20	\$85, sellers
China Traders'	25	\$58.
Hongkong Fire	50	\$34, sellers
North China	25	Tls. 177.
Straits	20	\$1, nominal
Union	50	\$460, buyers
Yangtze	50	\$133, buyers
Land and Building—		
Hongkong Land Inv.	100	\$183, buyers
Humphreys Estate...	10	\$12, sellers
Kowloon Land & B.	30	\$31.
West Point Building	50	\$55, buyers
Luzon Sugar	100	\$12, sellers
Manila Invest. Co., Ltd.	50	\$12.
Mining—		
Charbonnages	Fcs. 250	\$60, sellers
Jebeu	5	\$14, sellers
Punjom	10	\$2.
Do. Preference...	1	75 cts. sales & sells.
Baubs	18	\$6.
New Amoy Dock	30	\$4, sellers
Oriente Hotel, Manila	50	\$37, sellers
Powell, Ltd.	10	\$9, sales & buyers
Robinson Piano Co., Ltd.	50	\$50, nominal
Steamship Coys.—		
China and Manila ... }	50	\$25, sellers
Douglas Steamship }	15	nominal
H., Canton and M. ... }	50	\$42, sales & sellers
Indo-China S. N. ... }	15	\$36, sellers
Shell Transportand }	210	\$88, buyers
Trading Co. }	21	\$1.12, 6. sellers
Star Ferry	10	\$23, sales & sells.
Tebrau Planting Co. ... }	5	\$13, sales & buy.
United Abestos	5	nominal.
Do.	4	\$8, sellers
Universal Trading }	10	\$155.
Co., Ltd. }	5	\$21, buyers
Watkins Ltd.	10	\$7, sales & buyers
Watson & Co., A. S. ... }	10	\$14, sales & sellers

VERNON & SMYTH, Brokers.

Shanghai, 10th December (from Messrs. J. P. Bisset & Co.'s Report). We have had rather a dragging market, Indo-Chinas and Docks ruling weak. Hongkong Bank shares have improved. Lungkats remain firm. MARINE INSURANCE.—There is no local business reported, and no change in rate. FIRE INSURANCE.—Hongkongs are offering at \$34, and Chinas at \$86. SHIPPING.—Indo-China S. N. shares were sold at Tls. 67 1/2/65 cash, 68 1/2/66 for December, and 69/68 for March, locally. MINING.—Chinese Engineering and Mining shares changed hands at Tls. 6 1/2 cash, and 7.50, 7.00, 7.10 and 7.25 for December. DOCKS,

WHARVES AND GODOWNS.—Business was done at Tls. 182 1/2, 19 1/2 and 192 1/2 cash, 197 1/2 190 for December, 200 195 for January, 210 200 for March and 20, 200 and 20 1/2 for April. Shanghai & Hongkong Wharf shares were placed for December delivery at Tls. 307 1/2. LANDS.—Shanghai Land Investment shares were sold at Tls. 125 cum new issue. INDUSTRIAL.—Shanghai Gas shares were sold at Tls. 120 cum new issue. International Cotton Mill shares were sold at Tls. 40 and China Flour Mill shares at Tls. 10 1/2 for April. TUGS AND CARGO BOATS.—Shanghai Cargo Boat shares were sold at Tls. 150/145. MISCELLANEOUS.—Shanghai Waterworks shares are wanted. Maatschappij Langkat shares changed hands at Tls. 173.167 1/2 for December, 175 for February, 175/177 1/2 for March and 180 for April. Business was done in Hall & Holtz shares at \$35, Central Stores at \$26 and Astor House shares at \$3 1/2. LOANS.—Debentures were sold—Shanghai Municipal 5 per cent. at Tls. 94, Shanghai Land 6 per cent. at Tls. 103 and 5 per cent. at 93, and Shanghai Gas 6 per cent. at Tls. 103.

Manila, 1st December (from Messrs. W. A. Fitton & Co.'s Monthly Report). Since our last circular our share market has remained as reported the past few months; there is no business worthy of mention, and things generally are most unsatisfactory. Transactions.—None of sufficient importance to record here. The few people who have spare cash will reap a rich reward by any investments made at a time when almost everyone has lost all confidence in the position of affairs—political and otherwise. Action by Congress is imperative. Demand.—Everybody in the city just now is too busy finding the wherewithal to pay his bills. This applies to 95 per cent. of the business people. The abnormally high expense of living, combined with the slump in silver, and a general feeling as to "don't-know-what-may-happen-next," has killed legitimate trading in even paying concerns. The companies who are only clearing expenses are placed in an entirely false position—a position unprecedented in the history of these Islands; distrust generally prevails. Silver.—The opportunity to put exchange on a 2 to 1 basis passed months back, but it is on the cards that the home government will be forced to take action and save the most serious situation now existing here. Merchants (importers and exporters alike) do not know at what price they can sell their goods day by day, and bankers are just as worried in their operations. A stable currency is imperative, and we feel sure Washington will act in the near future, more especially so with the advice of the level-headed men at the head of Insular affairs. It is fortunate that the Vice-Governor is now home; he understands the situation thoroughly, and will be of material assistance to the Governor in operations which, though they will prove costly to Washington, must of necessity tend to the benefit of the inhabitants of these Islands. Meeting.—The Varadero (Canacao ship), as advised in our last circular, held their half-yearly meeting in November. The result of working was satisfactory, especially so considering these hard times; a dividend of 6 per cent. on the half-year's working was declared. Reserve Fund now stands at \$82,436.03; every credit is due to all concerned, and we can recommend the stock at our quotation. In other Eastern ports it would be much higher, and, we may mention, there are various concerns here handicapped similarly. Neither the Manila Investment nor Philippine Tobacco Trust companies have announced their half-yearly meetings although books should have been closed, and the accounts before shareholders and the public for some time. It may be that Government will have to intervene with these dilatory companies, and compel those responsible to "come out on time." General.—Three months back we were looked upon as pessimists; we knew what we wrote of, and events have proved the correctness of our (then) somewhat alarming statements. The situation gets worse, and we can look for no relief until Washington will leave things entirely in the hands of the Insular Government; it will be necessary to bring considerable cash here to keep things going, and the sooner Washington tackle seriously Exchange, Agriculture, Immigration of Coolies (no more merchants or shopkeepers are required, as we mentioned previously), the better it will be, and the Insular Government will receive the assistance needed. We confirm what we mentioned formerly—that this country is purely and absolutely agricultural. Hemp, sugar, tobacco, copra, coffee, indigo, and, of course, rice, are a few paying products till in their infancy; a stable exchange and restricted coolie immigration would help everyone, and, incidentally, the Government.

SHIPPING

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

December—	ARRIVALS.
6.	Eclipse, British cruiser, from Woosung.
6.	Furst Bismark, Ger. flagship, from S'hai.
6.	Hokoku Maru, Japanese str., from Canton.
6.	Hunan, British str., from Tientsin.
6.	Kachidate Maru, Jap. str., from K'ntozu.
6.	Kinshiu Maru, Jap. str., from S'haughai.
6.	Sullberg, German str., from Canton.
6.	Yuensang, British str., from Manila.
7.	Amur, Russian str., from Canton.
7.	Benmohr, British str., from Woosung.
7.	Derawongse, German str., from Bangkok.
7.	Eastern, British str., from Australia.
7.	Esmeralda, British str., from Saigon.
7.	Haiching, British str., from Coast Ports.
7.	Hopsang, British str., from Canton.
7.	Lena, Norwegian str., from Sourabaya.
7.	Lyeemoon, German str., from Canton.
7.	Nouni, Russian str., from Chinkiang.
7.	Saphir, Norwegian str., from Chinkiang.
7.	Sooncari, Russian str., from Ch'foo.
7.	Taurus, Norwegian str., from Moji.
7.	Tingsang, British str., from Wuhu.
7.	Woosung, British str., from Shanghai.
7.	Zafiro, British str., from Manila.
7.	Haiphong, French str., from Haiphong.
7.	Toonan, Chinese str., from Shanghai.
8.	Capri, Italian str., from Singapore.
8.	Cheltenham, British str., from Kangoon.
8.	Empire, British str., from Moji.
8.	Girin, Russian str., from Newchwang.
8.	Hongkong, French str., from Haiphong.
8.	Hue, French str., from Haiphong.
8.	Ness, British str., from Moji.
8.	Nuruberg, German str., from Hamburg.
8.	Osaka, British barque, from Canton.
8.	S. Rickmers, Brit. str., from Balik Papan.
8.	Tremont, British str., from Moji.
9.	Clive, British troopship, from Singapore.
9.	Helena, U.S. gunboat, from Canton.
9.	Kiautschou, German str., from Shanghai.
9.	Koun Maru, Japanese str., from Moji.
9.	P. C. C. Klao, German str., from Bangkok.
9.	Siam, British str., from Singapore.
9.	Taifu, German str., from Mauritius.
9.	Thales, British str., from Swatow.
9.	Triumph, German str., from Canton.
10.	Daigi Maru, Japanese str., from Iamsui.
10.	Gaea, Norwegian str., from Saigon.
10.	Halvard, Norwegian str., from Muroran.
10.	Hsiping, British str., from Canton.
10.	Kwanglee, Chinese str., from Canton.
10.	Lightning, British str., from Calcutta.
10.	Loongmoon, German str., from Canton.
10.	Robt. Dickinson, Brit. str., from Singapore.
10.	Rosetta Maru, Japanese str., from Manila.
10.	Sentis, Norwegian str., from Chinkiang.
10.	Taisang, British str., from Shanghai.
10.	Tantalus, British str., from Amoy.
10.	Victoria, Swedish str., from Straits.
10.	Whampoa, British str., from Canton.
11.	Charterhouse, British str., from Moji.
11.	Frithjof, Norwegian str., from Haiphong.
11.	Hailoong, British str., from Swatow.
11.	Hikoson Maru, Japanese str., from Moji.
11.	Hoihow, British str., from Shanghai.
11.	Indrasamba, British str., from Portland.
11.	Kanagawa Maru, Jap. str., from Y'hama.
11.	Konig Albert, German str., from Bremen.
11.	Loksang, British str., from Canton.
11.	Shanghai, British str., from Yokohama.
11.	Tsunugisan Maru, Jap. str., from K'ntozu.
11.	Wuhu, British str., from Wuhu.
12.	Apenrad, German str., from Haiphong.
12.	China, German str., from Samarang.
12.	Lodsen, Norwegian str., from Chinkiang.
12.	Michael Jebson, Ger. str., from Haiphong.
12.	Oopack, British str., from Liverpool.
12.	Prometheus, Norw. str., from Muroran.
13.	Anping, British str., from Shanghai.
13.	Dagmar, Norwegian str., from Amoy.
13.	Evie J. Ray, Amr. bark, from Rajang.
13.	Hanoi, French str., from Haiphong.
13.	Indus, French str., from Yokohama.
13.	Kalgan, British str., from T'ngku.
13.	Orono, British str., from Foochow.
13.	Prinse Marie, Dan. str., from Shanghai.
13.	Rubi, British str., from Manila.
13.	Seipner, Norwegian str., from Manila.
13.	Thales, British str., from Swatow.
13.	Tydeus, British str., from Liverpool.
14.	Alcinous, British str., from Shanghai.
14.	Ariake Maru, Jap. str., from Kutchinotzu.
14.	Brand, Norwegian str., from Chinkiang.

14, Din, Portuguese gunboat, from Macao.
14, Emma Luyken, German str., from Saigon.

DEPARTURES.

6, America Maru, Jap. str., for S. Francisco.
6, Argonaut, British cruiser, for Singapore.
6, Carl Diederichsen, Ger. str., for Haiphong.
6, Dagmar, Norwegian str., for Amoy.
6, D'Entrecasteaux, Fr. flagship, for Tonkin.
6, Glenogle, British str., for Tacoma.
6, Hailan, French str., for Hoihow.
6, Helena, American gunboat, for Canton.
6, Hunnan, British str., for Canton.
6, Katsuyama Maru, Jap. str., for Chinkiang.
6, Loongsang, British str., for Manila.
6, Parramatta, British str., for Europe.
6, Yunnan, British str., for Canton.
6, Valetta, British str., for Shanghai.
7, Admiral Akhmetoff, Rus. cr., for Colombo.
7, Benledi, British str., for Nagasaki.
7, Daijin Maru, Japanese str., for Tamsui.
7, Hoihow, French str., for Hoihow.
7, Hokoku Maru, Japanese str., for Chefoo.
7, Loksang, British str., for Canton.
7, Perla, British str., for Saigon.
7, Petrarch, German str., for Shanghai.
7, Shantung, German str., for Singapore.
7, Sullberg, German str., for Chefoo.
7, Tailee, German str., for Swatow.
7, Thales, British str., for Swatow.
7, Dagmar, Norwegian str., for Amoy.
8, Deramore, Norwegian str., for Moji.
8, Kachidate Maru, Jap. str., for Karatsu.
8, Manuel Laguno, Amr. ship, for New York.
8, Rohilla Maru, Japanese str., for Manila.
8, Taishan, British str., for Swatow.
8, Toonan, Chinese str., for Canton.
8, Woosung, British str., for Canton.
9, Amur, Russian str., for Nagasaki.
9, Haiching, British str., for Coast Ports.
9, Hopsang, British str., for Shanghai.
9, Lyeemoon, German str., for Shanghai.
9, Onsang, British str., for Samarang.
9, Pakhoi, British str., for Ningpo.
9, Rajaburi, German str., for Bangkok.
9, Sabine Rickmers, British str., for Canton.
9, Saphir, Norwegian str., for Canton.
9, Sisban, British str., for Swatow.
9, Soocari, Russian str., for Canton.
9, Talbot, British cruiser, for practice.
9, Tingsang, British str., for Canton.
9, Tyr, Norwegian str., for Hongay.
9, Yuensang, British str., for Manila.
10, Andree Rickmers, German str., for Kobe.
10, Binh Thuan, French str., for Saigon.
10, Clive, British troopship, for Taku.
10, Heinrich Menzell, Ger. str., for Hongay.
10, Kiautschou, German str., for Europe.
10, Kwangtah, Chinese str., for Shanghai.
10, La Porte, British str., for Samarang.
10, Maidzuru Maru, Japanese str., for Anping.
10, Nanyang, German str., for Saigon.
10, Ness, British str., for Moji.
10, Nurnberg, German str., for Shanghai.
10, Shantung, British str., for Saigon.
10, Tientsin, British str., for Bombay.
10, Triumph, German str., for Pakhoi.
10, Zafiro, British str., for Manila.
11, Arratoon Apsar, Brit. str., for Calcutta.
11, Haiphong, French str., for Haiphong.
11, Hongkong, French str., for Haiphong.
11, Hsiping, British str., for Shanghai.
11, Iltis, German gunboat, for Canton.
11, Keongwai, German str., for Bangkok.
11, Konig Albert, German str., for Shanghai.
11, Pitsanulok, German str., for Bangkok.
11, Siam, British str., for Saigon.
11, Tantalus, British str., for London.
11, Thales, British str., for Swatow.
11, Victoria, British str., for Amoy.
12, Eastern, British str., for Yokohama.
12, Empire, British str., for Australia.
12, Hermes, Norwegian str., for Chinkiang.
12, Hoihow, British str., for Shanghai.
12, Hue, French str., for Kwangchauwan.
12, Loksang, British str., for Shanghai.
12, Osaka, British barque, for Amoy.
12, Robt. Dickinson, British str., for Swatow.
12, Sentis, Norwegian str., for Canton.
12, Shanghai, British str., for London.
12, Taisang, British str., for Canton.
12, Victoria, British str., for Amoy.
12, Whampoa, British str., for Shanghai.
12, Whitgift, British str., for Iloilo.
12, Wuhu, British str., for Canton.
13, Benmohr, British str., for London.
13, Hailoong, British str., for Swatow.
13, Hikosan Maru, Jap. str., for Kutchinotsu.

13, Kanagawa Maru, Jap. str. for London.
13, Kwanglee, Chinese str., for Shanghai.
13, Lodsan, Norwegian str., for Canton.
13, Loongmoon, German str., for Shanghai.
13, Rosetta Maru, Jap. str., for Manila.
13, Tsurugisan Maru, Jap. str., for Moji.
14, Anping, British str., for Canton.
14, Apenrade, German str., for Haiphong.
14, Bygdo, Norwegian str., for Chefoo.
14, Korea, Amr. str., for San Francisco.
14, Oopack, British str., for Shanghai.

PASSENGERS LIST.

ARRIVED.

Per *Rohilla Maru*, from Manila, Mrs. H. G. Harrison, Mrs. R. H. Passmore, Misses Passmore (2), Mr. and Mrs. C. Lougino and infant, Dr. and Mrs. Wilcox, Lieut. and Mrs. A. L. Key, Mrs. McDonald, Lieut. W. Turnbull, Capt. Low, Messrs. I. H. Glennon, Manning, Clark, J. P. de Tagle, S. Shiquro and B. Dwelatrarn.

Per *Parramatta*, from Kobe, for Hongkong, Messrs. D. Mafon, Overy and Blackwell; from Shanghai, for Hongkong, Mrs. Smythe, Mr. and Mrs. Breckinridge, Capt. Hanson, Messrs. Duck, C. F. L. Donkin, Festing, Levy, Salcher, Dudgeon, Russell, Glass, Mitchell, Hamon and De Silva; for Singapore, Mrs. Bottelier; for Bombay, Messrs. Mason and P. Perry; for Marseilles, Sir Ernest Satow, K.C.M.G.; for Brindisi, Mr. Rex; for London, Messrs. Barry and Gilfillan.

Per *Valetta*, for Hongkong, from London, Capt. and Mrs. Casswell and child, Sergt. and Mrs. McKay, Sergt. and Mrs. Angus, Mr. and Mrs. McDonald and two children; from Bombay, Mr. Cumroodin; from Singapore, Mr. Carl Franke; for Manila, from Marseilles, Mr. W. G. Stevenson; for Shanghai, from London, Mrs. Wood and child, Misses E. Robertson and E. M. Stephens, Messrs. E. H. Cartwright and D. Pratt; from Marseilles, Mr. and Mrs. A. R. Wilson, Messrs. F. Maitland and C. L. Howard; from Bombay, Mr. W. I. Doctor; for Kobe, from Marseilles, Mr. C. A. Fraser; for Yokohama, from Marseilles, Mr. H. Horne.

Per *Zafiro*, from Manila, Mrs. W. E. Stiles, Mrs. O. Thomas, Misses F. Dornan, I. Vernon and Liddell, Capt. Daw, Messrs. B. Taylor, B. C. Tokey, P. S. O'Leary, D. I. Cunan, E. Schmidt and A. Uphill.

Per *Eastern*, from Australia, Mrs. Knowles, Mrs. Bayes Davy and infant, Rev. and Mrs. E. J. Baruffett, Misses Brunet, Seabrook, Spiller, E. Church and Moncrief, Messrs. M. Marcaida, J. L. Cajasiga, J. H. Ormerod, E. Ormerod, F. O. Edlin, T. Weir, A. L. d'M. Capitaio, F. J. Wakeham, E. H. Gibbon, T. Nagao and W. Ross.

Per *Empire*, from Moji, Capt. and Mrs. Green and Mr. Sandford.

Per *Kiautschou*, from Shanghai, &c., Mrs. Bonar, Mrs. Geissler, Mrs. L. Haase, Mr. and Mrs. T. W. Horne, Misses A. Bohrt, M. Signorini, Hamlen, G. L. Hamlen, F. Gonsalves, Sophie and Hahn, Baron P. de Mathies, Messrs. A. Lombardelli, N. P. Hamlen, Th. E. Catlin, Catlin, F. A. Clark, E. F. Callaghan, A. R. Ontrain, A. Tarpin, K. S. Ong, G. Williams, Martens, A. C. Manchan, F. Fadot, M. Baring, W. Cowan, B. Dadoomal and Stohp.

Per *Lightning*, from Calcutta, &c., Messrs A. Humphrey, W. Dennies, Hurley and Crawford.

Per *Hailoong*, from Swatow, Dr. Davenport, Messrs. Sherrington, Moore, Low and Gottwald.

Per *Konig Albert*, from Bremen, &c., Mr. and Mrs. Kadoone, Mr. and Mrs. Luuguire, Mr. and Mrs. Matthaey, Mr. and Mrs. Matheo, Mrs. Manchan, Misses Cunliffe and Cally, Mrs. Radoones and two children, Prof. Dr. Kraeger, Lieut. Macdonald, Dr. K. Goto, Mr. Sufrentz and child, Mr. Puckney and family, Messrs. Willy von Uffel, H. Briede, S. Michaelis, Michael, Pelling, Sale, Coyle, P. Amhoff, Hauf, A. Miller, H. Saize, Fujunna, H. Milas and Albert Stiller.

Per *Kanagawa Maru*, from Yokohama, for Hongkong, Mrs. G. W. Davis, Misses Davis (2), Mrs. Fred. Airely, Mrs. F. H. Hendersen, Mrs. Peck, Mrs. G. Adam Fisher, Rev. E. C. Horn, Messrs. H. B. Wigmore, H. S. Rosenthal, K. Ogawa, R. Yusawa, Morita, Koyama and S. Nomura; for Singapore, Messrs. M. Komatsu, S. Okamura and P. G. Waite; for Europe, General and Mrs. Fisher, Mrs. Emile Gipperich,

Miss Hayes, Capt. W. Jones, Messrs. T. Habden, Cale, Naulars, Rost, Keddle, Murray, Hall, J. McClean, S. Ose, T. Yamada, Yuki, Asanuma, T. J. Asanuma and S. Taketani.

DEPARTED.

Per *Parramatta*, from Hongkong, for Singapore, Mrs. L. Thackwell, Mrs. Passmore, Misses Passmore (2) and Mrs. Harrison; for Bombay, Lieut. Lindesay, R.M.L.I.; for Suez, Mr. and Mrs. C. Ruppert, Misses Rogers, Davis, Hargreave and H. Audley, Messrs. W. B. Jones, G. Brown, H. H. Earle and G. A. Ballard; for Brindisi, Mr. and Mrs. W. E. Hall, Mr. and Mrs. T. S. Lewis, Mrs. H. H. Adams, Misses J. A. and M. L. Nelson, L. Pierson and O. A. Welch, Messrs. Roberts, H. A. Northern, W. A. Towler, A. E. Kaesser and Conner; for London, Dr. and Mrs. Chatard, Mrs. Harris, Mrs. Crouch, Misses J. S. Potts and Johnston; from Shanghai, for Singapore, Mrs. R. Bottelier; for Bombay, Messrs. P. Mason and S. S. Perry; for Marseilles, Sir Ernest Satow, K.C.M.G.; for London, Messrs. Rex, G. R. Barry and J. Gilfillan.

Per *Loongsang*, for Manila, Dr. A. Razlag, Misses Rosa Adler, Saarlös and Wolfe, Messrs. F. W. Heins, J. J. Kunzlie, C. F. Stone, A. R. Martin, J. Osmond, Geo. Patton and J. Vano.

Per *America Maru*, for Shanghai, Mrs. J. D. Robnett and son, Mrs. M. Baker, Mrs. McDonald, Mr. and Mrs. L. S. Wilcox, Miss S. Billings, Messrs. E. D. Van Walree, H. A. Manning, H. Moller and T. Georgia; for Nagasaki, Mr. A. C. McMillan; for Kobe, Mr. and Mrs. C. H. Hyde; for Yokohama, Lieut. and Mrs. A. L. Key and Mr. C. Furuta; for San Francisco, Dr. J. C. Rosenbleuth, Rev. Andrew Reid, Lieut. J. H. Latimer, Capt. Franklin Hanford, Messrs. L. E. Meyer and W. H. Meyer.

Per *Rohilla Maru*, for Manila, Mr. and Mrs. Brissell, Revs. D. J. Omahavey and J. McErlain, Messrs. P. Barry, E. S. Smith, Harry Ball, J. N. Smith, J. Michael, C. Whitehead, E. Wood, S. D. Duck, A. G. Winterhalter, P. Harbert, W. Woodburn, F. J. Daniell, J. Fast, L. Ohara, S. Ohtsurn, K. Yamazaki, S. Kato and Captain Prine, Misses N. Kai and T. Takata.

Per *Zafiro*, for Manila, Mr. and Mrs. M. A. Clark, Mr. and Mrs. Horne, Mrs. Camahort and infant, Mr. and Mrs. Elizalde and infant, Mrs. Van Hoven, Misses S. Van Hoven, M. Mason, E. Bortoton and S. Sihosrhera, Messrs. E. E. Hill, H. G. Plagemann, C. Derham, C. F. Davies, J. Turpino, S. Carro, L. P. Santos, P. C. L. Andio Eseulton and R. Pasquamale.

Per *Kiautschau*, from Hongkong, for Singapore, Mr. and Mrs. Ambrose Swasey, Mrs. E. Canby, Miss Canby, Mr. and Mrs. C. B. Parker, Mr. and Mrs. L. Schlotter, Mr. and Mrs. de Waal, Miss de Waal, Misses J. Vernon and F. S. Vernon, Messrs. G. James, C. Canby, H. B. Canby, R. Salcher and J. Handelsmann; for Colombo, Messrs. M. J. Watts, M. B. Lewis, Burges, Vance and L. Goldenberg; for Suez, Mr. C. Aronivisi; for Port Said, Mr. G. Cordey; for Genoa, Capt. Huirichsen, Messrs. W. H. Ray, J. L. Houston and R. Becker; for Southampton, Mr. and Mrs. H. Northcroft; for London, Messrs. H. M. Maze, H. S. Wheeler, Fred. T. Lancaster, G. L. Brighton and A. Howes.

Per *Rosetta Maru*, from Manila, Mr. and Mrs. W. R. Townsend, Mrs. Hill, Mr. and Mrs. Kellman, Mr. and Mrs. F. Macondray, Dr. K. Reler, Messrs. E. Zobel, F. L. Hoppman, H. Hay, Ungbo, Carl Weyersberg, S. D. Poole, I. W. Wrenn, R. W. Black, F. C. Hubbell, W. Paris, E. C. Newby, Wm. Strattan, C. R. Trobridge, C. G. Edwards, M. J. Baumrach, O. M. Scheerer and son and Consul Liang Hsun.

Per *Konig Albert*, from Hongkong, for Shanghai, Mrs. Knowles, Mrs. Bayes Davy, Misses Brunet and Spiller, Messrs. E. Schmidt, A. Dreyfus, J. Goldnan, C. Nimson, F. Bornemann, Y. Taneguchi, A. Rozario, C. Schlumbohm, I. Joseph and T. Cock; for Nagasaki, Messrs. M. Tinnenbaum, H. Nielos, M. Kawahara and Ishibashi, Misses Yayo, Yaki and Yai; for Hiogo, Mr. W. Paris; for Yokohama, Mr. and Mrs. de Souza, Messrs. H. Home, O. Scheerer and K. Ghara.

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